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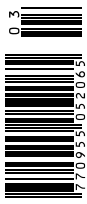
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FIRSTWORDS



What a month it's been for anyone who likes a Ford! The guys at the Blue Oval have gone and put their game face on, and in the name of 'Ford Performance' have dropped several heavy hits. First came the launch of the new Focus ST in both petrol and diesel varieties, then there was the grand-unveiling of the new twin-turbo GT supercar and, as if that wasn't enough, they went and pulled the covers off of the much-anticipated Focus RS. They really are taking the ball and running with it. All we need now is an RS Fiesta and an RS Mondeo and the world will be a better place. The future is bright, the future is blue and elliptical.

We were lucky enough to be one of the first to get a proper go in the latest generation of Focus ST, although we got the diesel variety, we drove from Barcelona to Surrey in it in just two days - so we got to know it pretty well in that time. You can read all about our antics in this very issue.

The staple of any Ford enthusiast's diet has got to be a Cosworth, and the Swedish

Sapphire in this issue is a solid example of why we all love them. North of 400bhp and driven like it might have just been stolen. If you've not seen the grey and red 100e before, you've obviously missed the Internet. However, we've got the full insight into this cool and crazy car right here. With over 200bhp from the all-alloy Pinto and loads of trick modifications under the skin, it's one hell of a tool. Then there is the beige Mk2 Fiesta. Don't be fooled by its unassuming nature, it hides a Zetec and Nitrous. The perfect fun Ford stop gap for anyone, with an on-going project, who wants a quick fix.

There's plenty going on with our ever expanding and contracting fleet of Fords. I've gone and blown the dust off of my old Mk1 Escort van with a view to getting out to a few shows with it this summer. All that remains to be said is enjoy the issue and I'll catch you next month.

Ben

Making This Issue of PF Happen



Jackie Wright

Want to advertise in Performance Ford Magazine? Give her a call!



Simon Holmes

Chilling out, maxing, relaxing, all cool.



Luke Wood

Nearly sold the Mk1 and bought a Mk2, but changed his mind.

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WHAT'S NEW

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BTCC Boost

With the 2015 BTCC just around the corner, news is starting to come out about what the teams have been up to over the winter.

Dave Bartram, Team Principle of Motorbase, has confirmed that his three cars – all Ford Focus STs – will be hitting the track with EcoBoost power. This is the first time the EcoBoost engine has been utilised for a premier motorsport series. Dave and the team have worked closely with Mountune to make sure the

engines are within NGTC specification.

There is still some pre-season testing to be carried out, along with final fine-tuning and advanced development. However, the team are confident that the new engines will bring with them a new turn of speed – and with any luck, a successful 2015 campaign.

Mustang Must-Have

It's getting even closer to being here, as marked by the fact you can now go online and design, specify and, should your wallet allow, even order a new Mustang.

The new Mustang will boast a 2.3 EcoBoost engine or, if you're keen to capitalise on the currently falling fuel prices, there's a 5.0 V8, too. There are 19-inch wheels as standard, performance brakes and, of course, looks to die for. Inside there will be Ford's SYNC 2 system complete with

touchscreen and voice control – the Mustang didn't have that in 1964! The most astounding bit is the price though, with the starting point expected to be just £28,995. That's a lot of car for the money! To configure your mighty Mustang, head over to www.ford.co.uk



Diamond Deal

Are you unfathomably rich – to such an extent that you don't know what to do with your money? Do you have £22,000 a month spare, or failing that, a cool £1,000,000 should you want to avoid finance?

If so, GOOD NEWS! Jennings Ford in the North East of England can diamond encrust – with diamonds (obviously) and Swarovski crystal – any car you

want. Fancy a glittery Kuga? A spangly Mustang? Or even a fancy Fiesta? Well, just head over to www.jenningsforddirect.co.uk and throw your wallet at them.

Track Attack

The Classic Sports Car Club is getting ready for an exciting 2015, with new race dates and class options now available.

The club supports racing of cars up to 50 years old, but will happily and enthusiastically cater to the needs of newer Fords. In fact, 2014 proved to be a popular year for the first generation Fiesta ST, as well as Focuses and the like, and 2015 will even see the creation of a new class just for the 2.0 Fiesta,

such is its popularity. There's also a 'New Millennium' class, for newer than 2000 model year cars – just so long as they're proper race cars and have the right 'ethos' as the other cars they are competing with! For more information, or to get involved, head over to www.classicsportscarclub.co.uk



Garage Gathering

Are you in or anywhere near the town of Barnsley?

And, are you free on the 12th of April? Do you have a top-notch Performance Ford that you want to show off, or do you just want to see some cars of that type? If so, we've got the meet for you. It's being held at TrustFord Barnsley and promises to be a "Performance Day" for Ford fanatics like ourselves. With a selection of cars ranging

from classics through to modern day, and big power bruisers, there should be something for everyone to enjoy. We'll put more information up on our Facebook page nearer the time. Until then, just jot the address down on your calendar. **TrustFord Barnsley, Wakefield Road, Barnsley, South Yorkshire, S71 1NF**

WHAT'S NEW

NEW PRODUCTS ON THE FORD MARKET

MOMO Hyperstar EVO Alloys

MOMO has long been a fine creator of the humble wheel, taking it to new levels of quality, looks and performance, and this new offering is further evidence of that. It's not over the top, it's not trying to be unnecessarily fancy, it's just a handsome, clean (matt anthracite), sharp (diamond cut), five-spoke alloy. We reckon a set of these would look right at home on a modern Ford. Available in four and five stud patterns, from 15" to 18", there should be a fitment for everyone.

Price: From £118.99 each to £180 each inc vat, depending on size
Contact: www.momo-uk.co.uk



Burton's Gold Plug Magnetic Sump Plug

Your engine is a delicate beast, susceptible to all kinds of wear and damage from even the smallest particles. One case in point being ferrous swarf that's managed to sneak through the oil filter. One way to bring an end to such worries is to fit this magnetic sump plug. It houses an N45SH Neodymium magnet, which sounds impressive and will attract and collect any loose fragments with ease.

Price: £15.50
Contact: www.burtonpower.com

B-G Racing Turn Plates

Are you a nut for perfectly dialled-in handling? If so, you need these turn plates. Constructed from lightweight aluminium, and fitted with high-grade steel ball bearings to ensure smooth operation, there's 25 degrees of rotation available and you check what's what via the laser-etched dial. Your car will be match fit for track days in no time at all!

Price: £599.99
Contact: www.bg-racing.co.uk



Little Devil Ford Dash Pod

You have to enjoy the enthusiasm and skill of Ford drivers! That's how this nifty and neat dash-top pod for the Mk2 Focus RS/ST came about. It will house three gauges up to 60mm in diameter. It comes in the same colour as the original dash, but can be dipped or wrapped should you want it to stand out. It's pretty tough, too, thanks to being constructed from ABS injection moulded plastic.

Price: £99.99 for a limited time (£164.99 normally)
Contact: littledevilford@gmail.com



GAZ Adjustable Dampers For Ford Ranger

An unexpected one for GAZ, but there's a good reason – GAZ runs Ford Rangers. See, makes sense now. Anyway, we know a few of you do too, and getting parts for the Ranger can sometimes be difficult. Luckily though, your suspension need no longer be an issue. With the usual GAZ build quality, adjustable bump and rebound, along with damping rates, they're more than up to the job. They're also a bargain and come with a two-year warranty, too!

Price: £61.03 + vat each (front) £68.07 + vat each (rear)
Contact: www.gazshocks.com

Forge Ford Focus ST250 Boost Hose Kit

Forge happen to know a thing or two about cooling, so whenever they come out with a new product, it's good news. In this case it's a new boost hose kit for the Focus which can either be used to replace factory hoses in the name of a fresher up, or provide more core support if you've done any engine mods. They boast to be race quality and they're also available in a range of colours.

Price: £137.53
Contact: www.forgemotorsport.co.uk

MOMO Quark Steering Wheel

It's like the design bods at MOMO had Ford owners in mind when they came up with this new steering wheel. The blue inserts are just begging to be matched up with an equally blue, and equally sporty Ford. It'd look right at home in most modern Fords and, because it's MOMO, you can be sure it will at least match, but likely surpass, OE quality.

Price: £128.99
Contact: www.momo-uk.co.uk

Collins Performance ST225 M-Factory Helical LSD

Looking to put the power down in your Focus that little bit more aggressively? Well, you'll need this diff then. Manufactured from imported Japanese SAE 4320 Steel with forged, double tempered and super sub-zero treated, advanced shot-peened surfaces, it's one tough bit of kit. It's maintenance-free gears eliminates the need for special fluids & rebuilds associated with plate-type LSDs and the lock-free operation ensures no adverse effect to steering response. Basically, if you have power, you need this.

Price: £550
Contact: www.collinsperformance.com

WHAT'S NEW



The Legend Reborn

The new Focus RS is finally here. It's been a long time coming and it's been the subject of much hype and speculation. Here though, PF has the facts about Ford's new performance bruiser.

The third Focus model to wear the iconic RS badge is finally on its way. And, from what we've seen, it's going to be a stormer. Not only does it have the qualities to be the best RS ever, it also has the spec to make it a class-leader in terms of hot hatches. And rightly so – we've been waiting long enough!

The first big news about the RS is the drivetrain. We all so desperately hoped the next Focus would be RWD, harking back to the Rallye Sport cars of old, but sadly that's not the case here – it's actually better. The new RS, is in fact, all-wheel drive and boasts 'Ford Performance All-Wheel Drive with Dynamic Torque Vectoring'.

Basically, the rear drive unit will have twin electronic clutch packs on either side. These serve to

control both the front/rear power split and the side-to-side power split too. The most exciting thing about all this is Ford's claim that the new Focus RS can deliver 70% of the power to the rear wheels if needed, offering a drive like no other car in its class. Furthermore, thanks to the new control system, driving torque to the rear can be supplied 100% to an individual wheel, should the conditions and the car dictate that's what's needed.

There's obviously stiffer suspension, an advanced version of the steering knuckle made so famous by the 2009 RS, and shorter steering arms which, even when paired up with power steering, should still deliver turn-in and sharp reactions like nothing else.





As for power, the new RS will be powered by a version of the four cylinder 2.3 EcoBoost engine that we'll see in the new Mustang. In the RS it's expected to generate around 320bhp care of a newly-designed twin-scroll turbo and a host of other changes such as a less restrictive exhaust system, larger intercooler, a more advanced cylinder head, and a cooling system that's the biggest ever used in a Focus – designed for serious circuit use, in fact. As for the transmission, that'll be a six-speed manual as you'd expect.

Finally, there's the way it looks. Ooof, it's pretty. It's also the first Focus RS to boast five doors. But that's good, as it means you can still consider it to be practical. The bigger wheels, massive rear wing and aggressive styling certainly take the familiar shape of the Focus to the next level, though we must say we're not too sure

about the big slab of black plastic that covers the front. We're sure it'll grow on us though.

The new Focus RS is one of the new breed of powerful Fords and will be built in Saarlouis, Germany, later this year. It goes on sale early next year and has been developed by the newly-amalgamated Ford Performance division – a global force within Ford that's dedicated to the performance arm of the business. Ford Performance promises to release a further ten cars before 2020, with the new GT and the Focus RS serving as the first two. In the case of the Focus – the 30th car to wear the RS badge since 1968 – Ford Performance even employed YouTube star, rally legend and full-on Ford nut Ken Block as a consultant. Presumably this means the new RS will be good for sliding around abandoned airports and dockyards, right?



WHAT'S NEW



Ford's new Supercar announced

After the excitement of the new Mustang and the new Focus RS, you could forgive us for thinking that would be it in terms of performance Fords, at least for the next couple of years. But when Ford pulled the covers off of the new GT supercar at the NAIAS exhibition, they broke the internet. For it's a mighty impressive looking car with plenty of statistics to back up the sleek looks. It goes on sale at the end of 2016 to coincide with the back-end of Ford's 50th anniversary celebration of their first overall win at Le Mans.

So what do we know about it so far? Well, the mid-engine GT – much like most modern supercars – will have a carbon fibre tub with aluminium front and rear sub-frames. The tub will be wrapped in carbon fibre bodywork encasing a race-derived 3.5-litre, twin-turbocharged EcoBoost V6, a seven-speed dual-clutch gearbox, pushrod inboard suspension and carbon ceramic brakes.

The engine cover never actually came off at the exhibition; however, several things are known about this mighty V6. It is going to be a road-legal version of

the 600bhp Roush-Yates built power plant that was found in a Daytona Prototype racecar. If Ford are good at anything, it's utilising components that are already in production, and this is no exception. The race engine, for example, uses 70 percent stock parts – such as the block and the cylinder heads. And it's no highly-strung affair either. In the Prototype racer, it has claimed three racing victories in its rookie season (including the 12 Hours of Sebring) – and it has racked up over 15,000 race miles at the hands of Chip Ganassi Racing

over the pond – the same team that's rumoured to be taking this GT back to Le Mans for Ford next year.

For optimal weight distribution, the two turbos are mounted in a unique position; just ahead of the rear wheels and out in the bodywork that houses them. Also out there are the intercoolers, which draw air in from the intake on the rocker panel and send it on through a hollow flying buttress up to the roof of the car and then down into the engine. Whilst it could be argued that this could create a lot of lag, Ford say that it

has been extensively tested and it's no big deal as it works in this fashion for the Daytona Prototype. Will it work on a road car though? You'd have thought that Ford would have covered that one, it's not the first time they've built a car is it! Anyway, as we've said, the power will be around the 600bhp region and will be sent through an all-new seven-speed dual-clutch Getrag-developed gearbox. That won't have been a cheap project, so we expect to see it, or at least the technology, making its way into other Fords in the future.



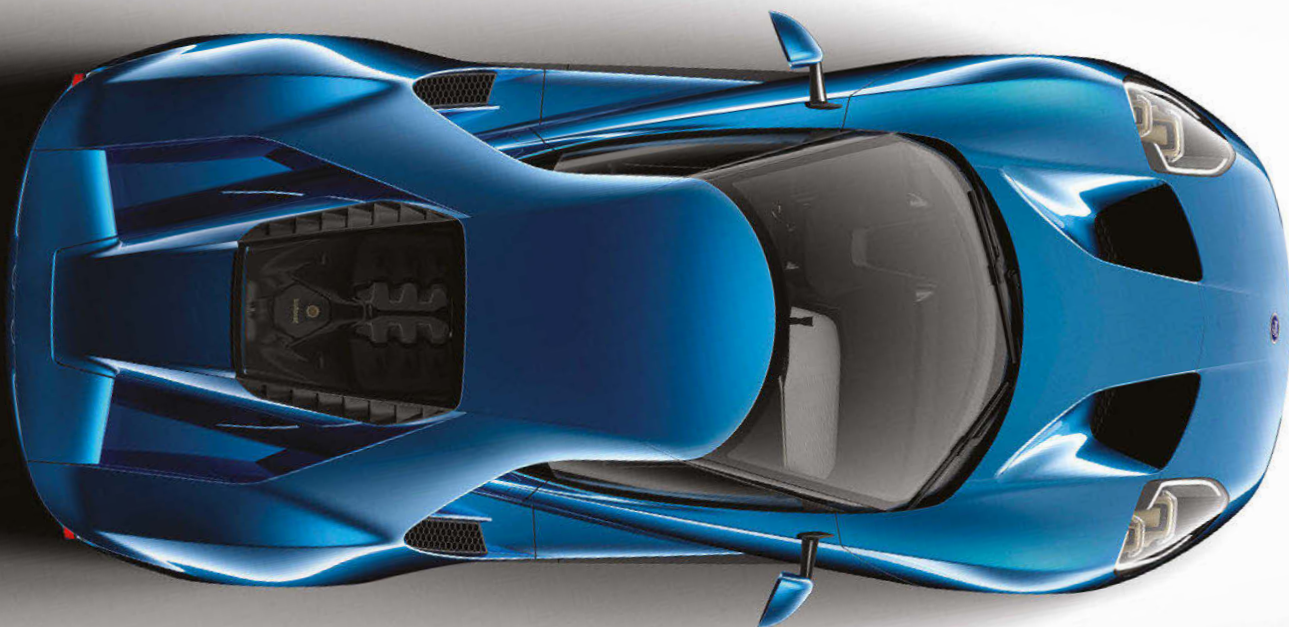
It's true that power is nothing without control and the GT should have plenty of both. The suspension is race-derived and features an inboard-mounted torsion beam and pushrod suspension which is ride-height adjustable too. No doubt the damping will be fully intelligent, with a whole heap of initials to make it sound as clever as it is.

Working in harmony with the suspension will be the bodywork, which will have been designed after many hours in the wind tunnel. Much like the previous GT, the whole car is the fruit of American labour and so the final styling touches on the GT were done by Chris Svensson, Design Director for The Americas, along with styling boss Moray Callum. No supercar would be complete without active aerodynamics and the GT has these in spades. Including a rear wing that adjusts for optimal downforce or drag and will also sit straight up to work as an air brake under heavy braking. Underneath the car the aero is also active, with flaps that open and close when required – a bit like the

ones on the Bugatti Veyron. Then there are the doors; they open upwards this time and, unlike GT's of old, don't take a chunk of the roof with them.

Ford claim that the bodywork is "99 percent production", so the finished item won't look far removed from what we see here. Which is exciting, as it looks awesome. The interior is less of a finished item, as what was seen at the exhibition was just a mock up.

Obviously on a car such as this, the chassis wasn't simply lifted from Ford's production line, it was developed over a period of 14 months in a secret studio in the basement of the Ford Motor Design Centre in Dearborn, America. It was a top-secret job, with only a few designers, engineers and executives even knowing about it. It is likely that they took advice from several expert companies on the suspension and chassis design, and it's also likely that given all of the ingredients, and their quality, the GT is not going to be cheap or mass-produced. We'd better start buying those lottery tickets!



BIGBOY'S TOYS

Everyone needs something to do when they aren't playing with their real cars, so we're taking a look at some of the best ways to spend time away from your full-sized Ford.



Tamiya Zakspeed Jägermeister Ford Capri Turbo GR.5



If there is one thing that can take you back to your younger days, it's the chance to put together, and then play with, a remote control car. Being self-confessed Ford-nuts, it's obviously even better when the RC car in question carries the blue oval.

Tamiya have been in the RC model game for quite some time and are well known for their quality models at affordable prices. This kit is based on their TT-02 chassis that, for the geeks amongst you, is four-wheel drive, and has front and rear double wishbone suspension with coil-spring damped suspension.

Being a kit, it requires assembly of course. But,

for many, this is all part of the fun. Seeing the model come together and knowing that the end result only being as good as the effort that is put in along the way, is great. It comes with clear instructions and the necessary electronic goodies to make it move. Tamiya kits are famous for being easy to assemble, so the build-up shouldn't be a problem for most of us.

When bought as a complete package (for around the £200 mark), it will even come with all the radio gear, batteries, and chargers that you need to actually get to play with it - if play is even the right word.

The four-wheel drive chassis means that if you went out and bought the special hard tyres, you could even try your hand at drifting. Although, after spending all that time perfecting the bodyshell, we're not sure that you'd want to. Plus, it's a plastic chassis with plastic components, so it probably won't stand up to much in the way of rough treatment.

We'll be building one up over the coming months, during our tea breaks, and then giving one away to a lucky reader, so be sure to keep reading your favourite Ford magazine to find out how you can be in with a chance of winning one. **PF**



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Focus Mk3 1.0 - Level 1	from £449
Fiesta Mk7 1.0 – Level 1	from £449
Fiesta Mk7 ST180 – Level 1 & 2	from £449



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I ONLY WANTED TO TURN LEFT FOR A CHANGE

A nutty 100e that's built to specialise in everything.

Words: Robert Cheesmur **Photos:** SMC Photography





According to Newton's third law 'For every action there is an equal and opposite reaction.' If this is the case, then Malcolm Foskett, who's raced National Hot Rod and Super Rod racers for decades, must be well overdue a lot of left turns, after having spent all those years hammering round the nation's short ovals in a clockwise direction!

At first glance, you could be forgiven for mistaking the 100E on these pages for another of his oval circuit machines. However, look a bit closer and there are windows, albeit ones made from Lexan. One or two other clues also hint that all is not quite as it first may seem. No wonky-looking front suspension set up for those endless right turns,

and the absence of a roof fin with a number on it.

So, what's going on here? Over to Malc to find out: "I got a phone call from my mate Stiggy to say he had a 100E rolling shell and did I fancy building it up for a bit of low budget fun? I love old Fords, so I was like; 'Do bears like to defecate in the woods?' It sounded right up my street," grins Malcolm.

The plan was hatched to build the little 100E with an Escort rear axle and a 2.1 Pinto engine up front. It could be used for the odd track day and, primarily, Malc's new passion: drifting! It was meant to be a nice, cheap and easy bit of fun... I think you can tell where this is going - it wasn't cheap and it wasn't easy! >

Above: The 100e puts the cat amongst the pigeons at drift events, that's for sure.



**"I GOT A PHONE CALL FROM MY MATE
TO SAY HE HAD A 100E ROLLING
SHELL AND DID I FANCY BUILDING IT
UP FOR A BIT OF LOW BUDGET FUN"**





"The 'E' arrived as a bare rolling shell and, as it used to run a V8, the bulkhead had been severely chopped about," says Malcolm.

The fact that it was a bare shell wasn't really a problem. For what Malcolm had in store for it, much of the original would have been heading for the nearest skip anyway! So, he got stuck in.

It's said that 'many hands make light work' and 'too many cooks spoil the broth'. Well, in the case of the little 100E, it certainly wasn't light work! And, quite a few people have been involved throughout the duration of the build, including our Editor, Mr Morley! However, the lion's share of this hardcore-build was thanks to the more than capable hands of a certain Marc Huxley at Huxley Motorsport.

"Marc got wind of the build and offered to take it on during the quieter times in his workshop. In exchange, he would share the car and use it himself for drifting," says Malcolm.

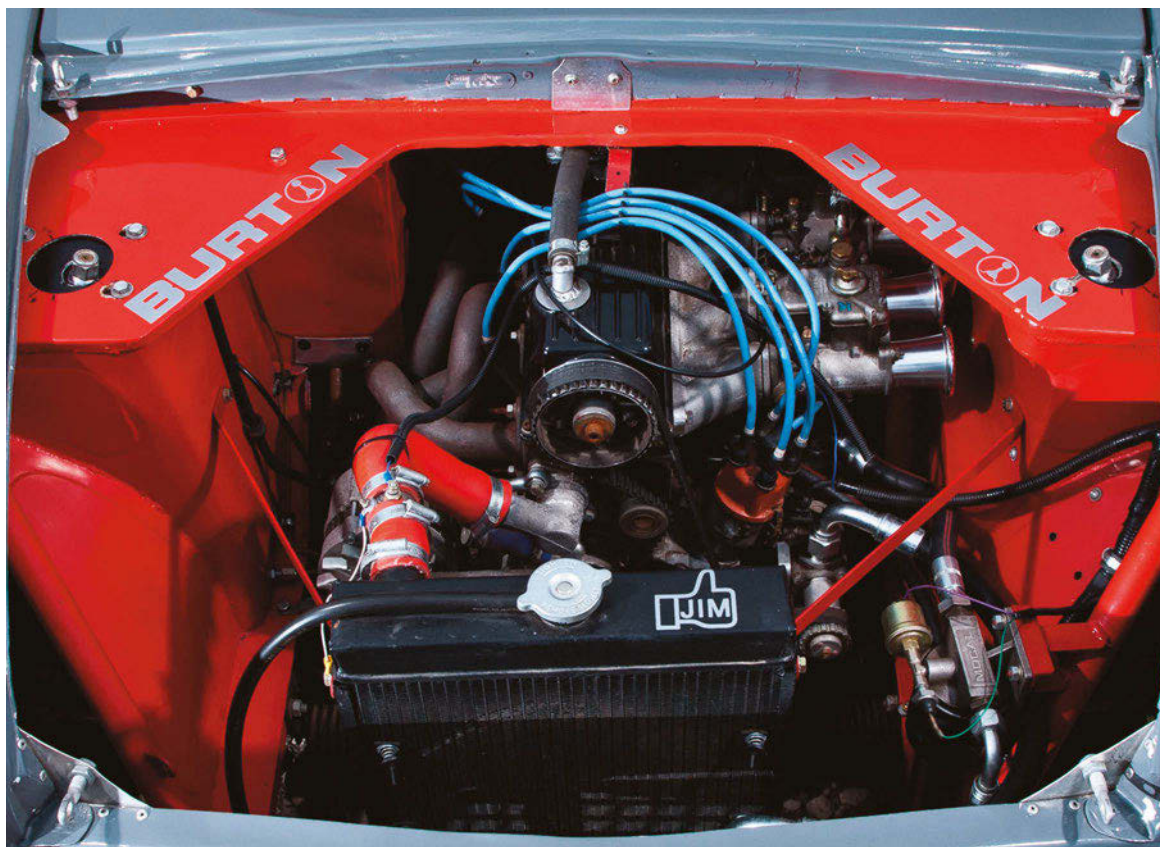
Looking round the car you can see Marc really went to town on the build and it's testament to the quality of the work carried out at Huxley Motorsport. The shell is dominated by an extensive roll-cage that's linked into the suspension mounting points, as well as incorporating door bars that actually curve Nascar-style into the considerably lightened doors. With a now very rigid shell, Marc then fitted a modified Escort five-linked rear end and the English axle the car came with. The diff was welded up solid and Ford Sierra front discs were fitted on the rear. Marc then fitted a vertical hydraulic handbrake so that Malc can give it a quick yank should he wish to provoke a slide!

The heavily modified front end is mostly Escort-based with Capri 2.8i vented discs and calipers. Marc has added a few unique touches and it's now fully adjustable with Gaz Gold coil-overs, a quick-rack and plenty of castor

Above: The little Pop has had no shortage of modifications under the skin, it's completely re-worked to be fit for purpose.

"THE LION'S SHARE OF THIS HARDCORE-BUILD WAS THANKS TO THE MORE THAN CAPABLE HANDS OF A CERTAIN MARC HUXLEY AT HUXLEY MOTORSPORT"





thrown into this mix. This little lot is set up to promote self-centring when Malc lets go of the deep-dish steering wheel mid-slide! Seeing the driver do this can be a bit unnerving for passengers, but Malc assures me it's the quickest way to get the car back under control.

The plan was always to run the car as low as possible, so the guys installed an exhaust tunnel up the right-hand side of the car to stop the Huxley-designed exhaust from kissing the tarmac. The plan was also to make the 100E as light as possible courtesy of a fibreglass front end, and the Lexan windows, including the front screen (courtesy of Diemax Engineering), were bolted in rather than using conventional rubbers.

"The car is so light that three of us can lift it with the engine fitted," grins Malcol.

With the body completed, it was time to lay on some paint. This mammoth task was taken on by Ben Woodward, but not before a huge

amount of prep work. Try 10 hours on each door alone! The colour scheme was chosen with the grey being a '50s colour to suit the car, and the red roof because Malcolm has a penchant for oval hot rods and has had a few red roofs in his time.

"The shell has come out really well, better than I could have ever imagined! We were trying to keep the car instantly recognisable as a 100E, but with the oval circuit racer look to it, so the arches were a must and they helped give enough clearance for the fitment of the 7" Compomotive wheels," grins Malcol.

Sadly, during the build, it became apparent that due to the bulkhead modifications carried out previously for the old V8 setup, the car wouldn't be eligible for the BDC (British Drift Championship) Marc planned to compete in, so he has ended up building another drift car, this time based on an insane Volvo estate! >

Above: The 200bhp Burton all-alloy Pinto has a stroked steel crank, steel rods and all manner of trickery inside.

FORDFACTS

ENGINE: 2.2 litre all-alloy Burton Power Pinto, 48 Weber Carbs, dry sump set up, Huxley exhaust manifold and system.

TRANSMISSION: Type-9 five-speed gearbox, English axle with welded diff, one-off propshaft, Burton hydraulic uprated clutch.

SUSPENSION: Gaz Gold front coilovers, Huxley-modified fully-adjustable Escort-based set up, modified Escort five-linked rear end with Gaz Gold coilovers.

BRAKES: Capri 2.8i vented discs and front calipers, Sierra front discs and calipers on the rear, bias pedal box, hydraulic handbrake.

WHEELS & TYRES: 7" Compomotive alloys or 7x13" Superlites with 175/60/13 tyres.

INTERIOR: Extensive roll-cage, extended door bars 'bath tub style' into the doors, bucket seats, harnesses, deep dish steering wheel.

EXTERIOR: Lightened 100E shell, fibreglass front end, bubble arches, exhaust tunnel, Lexan windows.

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“THE ENGINE HAS SO MUCH TORQUE IT HAS DESTROYED TWO TYPE 9 GEARBOXES SO FAR - THIS IS DEFINITELY AN AREA OF THE CAR WHERE FURTHER DEVELOPMENT IS NEEDED”

Despite this setback the build continued and an engine was required. But, the engine that now resides under the fibreglass bonnet is not your average Pinto - by any stretch of the imagination!

“The engine is on long-term loan from Burton Power; it’s one of their very special 2.2 litre all-alloy Pintos. There are probably only 3 or 4 of these in the world and it’s producing over 200 BHP! I knew the engine was a very serious piece of kit as it has already served some time in Ben’s car Goldmember with very impressive results,” recalls Malcolm.

It is very special, and very lightweight indeed compared to the normal cast iron head and block. The head contains the biggest valves possible and has been cast with different combustion chambers and large ports. Throwing fuel into this rather special engine, by the bucket-load, are a pair of 48 Webers. The exhaust manifold is another Huxley work of art, with its equal lengths and bends. The tough job of keeping this lot cool has been entrusted to an alloy radiator and custom pipework. Finally, added to this brutal combination, is a dry sump to prevent oil surge when Malc is getting the little 100E into some extreme angles!

“The engine has so much torque it has destroyed two Type 9 gearboxes so far. This is definitely an area of the car where further development is needed,” smiles Malcolm.

Now that the car is finished, Malcolm likes to mash the loud pedal as much as

possible! Primarily he uses the 100E to give passenger rides to raise money for charity. I have experienced passenger rides with Malcolm, and watched him out on race circuits and drifting round Norfolk Arena with his drift club. He tears around in the 100E like he’s riding a ballistic missile and makes it all look easy! And, whilst he’s linking huge slides together, he chats away to his passengers in the manner of a little old lady having a chat over a cup of tea! He’s that relaxed the whole time! Although all of his passengers have a thrilling ride, not once will they feel in any danger, his obvious skills putting them at ease.

However, it’s not just the sideways stuff that Malc likes to, and can do with this car. He’s been to a couple of our track days at Brands Hatch with it, as well as a couple of Burton Power’s track days, proving that there are many strings to the little E’s bow. “I’d like to see what it does on the quarter mile next,” smiles Malcolm.

So, what future plans does Malc have for the little 100E? “I want to develop the car further, with 3J now on board to help with the beefing up of the driveline to ensure greater reliability, and I will continue to use the car as a fund-raising tool,” he says.

Malc is a gentleman and one of the nicest guys you could ever hope to meet, and we wish him well with his fund-raising projects and will be supporting him as best we can along the way. **PF**

Right: It was a tough job getting two seats inside the tiny Ford, let alone all of the instrumentation, switch gear and the like.







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the Gammas are just as fast as their Gammas as
the Norwegians over the border...



“IT WASN’T UNTIL PF MAGAZINE MADE A TRIP ACROSS THE NORTH SEA TO FIND OUT WHAT ALL THE FUSS WAS ABOUT, THAT WE REALLY UNDERSTOOD JUST HOW AHEAD OF THE CURVE THE GUYS IN SCANDINAVIA WERE”

There was a time, and we’re going back a few years now, when the UK Ford tuning scene suddenly realised that there was something big going on in Norway. We’d heard all sorts of rumours of course, and seen plenty of evidence online, but it wasn’t until PF magazine made a trip across the North Sea to find out what all the fuss was about, that we really understood just how ahead of the curve the guys in Scandinavia were. Whether it was the long dark winters, or the fact that an average round of drinks cost about £500, the Norwegians had clearly decided that their spare time would be best spent coming up with ways to build ridiculously fast

Fords – specifically, Cosworth powered Fords. Those first trips to Gatebil were real eye-openers and while some might argue that this once legendary event has perhaps lost a little of its magic in recent times, there’s no denying that it still features some pretty inspirational machinery.

And it’s not just us Brits that were bowled over by the quality of the cars that were cropping up in Norway; it seems the shockwaves were felt over the border in Sweden as well!

Patrik Eriksson, owner of this no-nonsense 4WD Saph Cossie, admits that he lusted after a Cosworth from the moment he first clapped eyes on one at the age of 15.

We think that the 18" Cromodora alloys look well on the Sapphire.

“There are quite a few Cosworths in Sweden, and we’re getting more and more big power examples these days, but nothing compared to Norway,” he said. “The Norwegian Cosworths have inspired me many times over the years. I used to read so much about them, and see so many nice cars at the Gatebil meets I went to. But, it took me eight years before I got my first Sapphire, although I’m on my second one now.”

So, after whetting his appetite on his first, relatively mild Cossie, Patrik was determined that his next car would pack a more impressive punch and, in December 2008, he found the perfect starting point for the project. The Sapphire in question is, of course, >

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“AT THIS POINT, THE POWER WAS STILL OBVIOUSLY AROUND THE 330BHP MARK, SO WHILE THERE WAS STILL PLENTY MORE TO COME FROM THE REJUVENATED YB, AT LEAST PATRIK WAS ABLE TO GET OUT THERE AND FINALLY ENJOY THE CAR OF HIS DREAMS”

the one you're looking at now. At that point, it had just been freshly painted in a rather unusual shade (for the UK at least) of Saab 'Smoke Beige'. Not only did the smart-looking Saab paint lend the Saph a degree of exclusivity (come on, how many Smoke Beige Saphs do you know of?) it meant that any signs of wear and tear on the bodywork had already been addressed, and Patrik could therefore concentrate on the fun part of making it go quicker.

As it happens, when he decided to dismantle the Cossie in the spring of '09, he discovered that the Stage 3 '330 kit' engine was in nowhere near as good

a condition as the rest of the car. So, before any go-faster bits were added to the mix, the engine was completely stripped and inspected to see how much work needed to be done. On the plus side, the Saph already had Gaz coilovers fitted, so he didn't have to panic about replacing some tired and baggy old suspension set-up, but he did fit a set of polybushes just for good measure.

With the engine now in bits, his new toy was parked up and going nowhere fast, so in a bid to get some enjoyment out of the Sierra, he decided to buy another engine to use while the other

Above: If you pulled up next to Patrik at the lights, this is the view you're likely to be left with.

was being re-built. Unfortunately, this engine also proved to be something of an old duffer so, all in all, 2009 turned out to be a rather frustrating year.

Come winter of that year, however, Patrik was ready to start building a completely new engine, based around the 330 spec power plant that had originally come with the car. This included a brand new cylinder head with new valves, a set of forged CP pistons and steel H-section rods, a fully balanced and polished bottom end with ACL race-spec bearings plus brand new electrics and wiring, and a fresh fuel system as well. >

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At this point, the power was still obviously around the 330bhp mark, so while there was still plenty more to come from the rejuvenated YB, at least Patrik was able to get out there and finally enjoy the car of his dreams.

"From re-building and then re-fitting the engine in 2010 to 2012 I had a lot of fun," he said. "I ended up destroying two gearboxes and the rear diff, but the car was working really well so it didn't really bother me too much, they were quite easy to fix."

Bottom: It may have over 400bhp, but the inside is pretty much standard Cosworth fayre.

Despite making the most of the Cossie for a couple of years, there was always going to come a time when the stage 3 set-up was going to get boring so, somewhat predictably, Patrik ended up deciding that he wanted more power. And what's the best way of getting more power? Strap on a bigger turbo and wind up the boost, of course! Well, sort of! There was a little more involved than just upgraded hardware, and while a bigger blower was at the top of the shopping list, the plan was to

combine it with some decent engine management. As most of you reading this will know, ECU technology has come a long way since the basic kit found in the original Sierra and Escort Cosworths (even when new the standard ECUs were based on tech that was pretty ancient) and these days there's a wealth of state-of-the-art systems that can really transform an engine, even one that's as old as the Cossie YB.

Patrik was determined that the step up in power wasn't going to be



"THE GOOD OLD T34 WAS DITCHED IN FAVOUR OF A BIG, SHINY, PRECISION TURBOS 5558BB THAT BOASTS ENOUGH PUFF FOR UP TO 590BHP, DEPENDING ON THE APPLICATION"



FORDFACTS

ENGINE: 2-litre Cosworth YB, Precision Turbo 5558 Billet turbo, custom exhaust manifold, custom 3.5-inch downpipe to 3-inch Mongoose system, Pro Alloy RS500 intercooler, 200 block, long studs, CP pistons, steel H-section rods, fully balanced and polished bottom end, ACL race bearings, Cosworth high pressure oil pump, re-built head with new valves, BD14 inlet cam, double valve springs, Coopers ring head gasket, Precision 1260cc injectors, 19 row oil cooler, Pro Alloy breather tank, Vipec V44 ECU, 469.7bhp and 406lb ft

TRANSMISSION: Standard MT75, short-shift, Sachs 6-paddle clutch, Sachs 695 pressure plate, standard differentials

BRAKES: Tarox brake discs at front, standard calipers with EBC Bluestuff pads, standard discs and calipers at rear with EBC Yellowstuff, braided brake lines

SUSPENSION: Gaz adjustable coilovers

WHEELS: 7.5 x 18-inch ACE Dino, Cromodora Mag 6x16-inch with full stud tyres for ice driving

INTERIOR: MTX-L Wideband lambda, MTX-D exhaust temp, Autometer oil temp, Autometer oil pressure, Autometer boost pressure, Sparco steering wheel

EXTERIOR: Saab Smoke Beige re-spray, Morette head lamps, carbon fibre bonnet, tinted indicators, Mk3 Golf front lip

compromised by poor electronics. After much deliberation he settled on a Vipec V44, a relatively basic model in the Vipec range, but one that still boasts a huge range of functions, including anti-lag, flat-shift, launch control and even traction control in first gear.

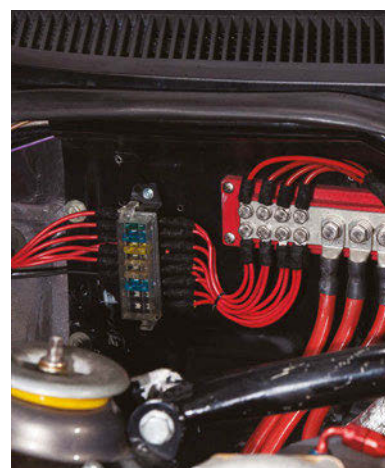
As for the turbo, the good old T34 was ditched in favour of a big, shiny, Precision Turbos 5558BB that boasts enough puff for up to 590bhp, depending on the application.

Below: Huge 5558BB turbo dominates the engine bay.

To complement the turbo and ECU, a custom exhaust manifold and Precision wastegate were also thrown into the mix, along with a set of 1260cc injectors, a Pro Alloy RS500 style intercooler, and a BD14 inlet cam that Patrik says he found by chance (and offered at a price he just couldn't refuse!).

The end result, after a mapping session at Sandåsen Motorsport, was a mighty 469.7bhp and 406lb ft. When you remember that these are figures at the wheels, and that the drivetrain

losses from the 4WD would have sapped quite a few horses in the process, Patrik's Saph is most likely making well over 500bhp at the flywheel. Whichever way you cut it, this is one rapid Sapphire, and while there's a few other areas that will need some attention in the near future, such as the brakes, gearbox and diffs, which are all still standard, for the time being they do the job just fine, and have lasted one season at least without any problems. You may have noticed in the Ford >





Facts that we've listed a set of 16-inch Cromodora Mag rims and studded ice tyres and, when asked, Patrik tells us that these are used on the odd occasion when there's enough good ice on the lakes. No wonder why so many WRC champions are Scandinavian when they've got frozen lakes to play with - we have to make do with 3cms of snow and a deserted B&Q car park...

It doesn't matter what's on the ground, the Swedish will still drift it.

Ultimately, you could argue that there are plenty of 500bhp Cosworths in the UK, and with this in mind, what makes this one so special? Well, for starters, we suspect that this car is far from finished and, by the time Patrik has got it anywhere near complete, it will no doubt be a lot closer in specification to those naughty Norwegian Cossies that inspired him to start the project in the

first place. Secondly, it's because this car has been built for one purpose, and that's to be enjoyed. Anyone that dismisses it for not having a certain set of wheels, a particular brand of brakes, race seats and a roll cage are missing the point. Besides, Patrik will most likely be too busy doing donuts on a frozen lake of ice to care what people think anyway... **PF**



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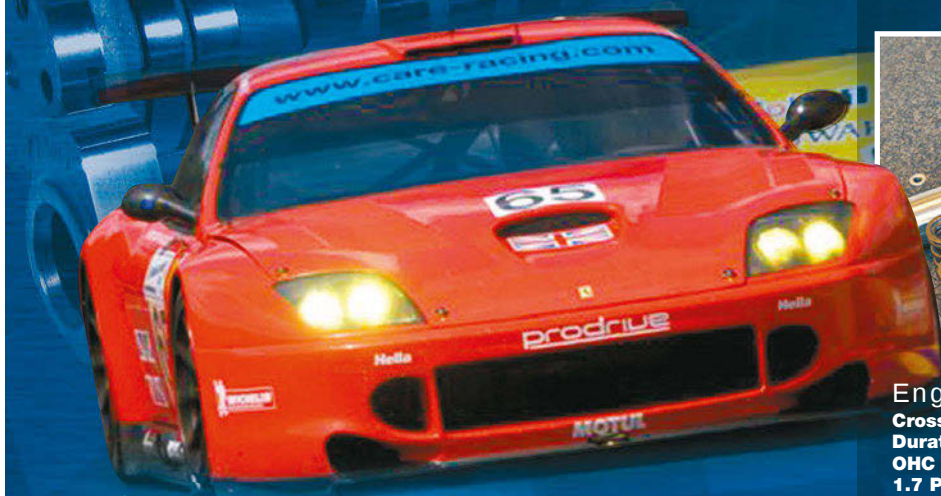
What happens when you're building a Mk2 Fiesta drag car with nearly 600bhp, but you get a bit bored that it's taking so long? Simple, build a 220bhp toy to use in the meantime...

Words: Simon Holmes Pics: Gazza



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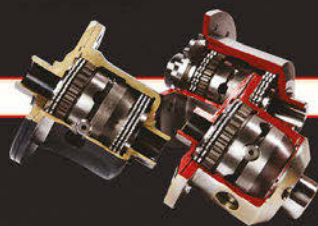
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Maintaining motivation during a big project build can often be tough, particularly if you're a few years in and the end is only just in sight. Michael Clarke (better known as Clarke) knows this all too well. He's the proprietor of Ignition Advantages, a thriving car mechanic business, and his big project happens to be a rather special space-framed Mk2 Fiesta. It's being built as a road-legal, front-wheel drive drag racer and it's fitted with a 590bhp dyno-proven Zetec turbo engine. You should be seeing a lot of it later this year, as it's nearing completion but, as you might imagine, it's been an involving build to say the least. In fact, it was taking so long with all of its custom fabrication work that it left Clarke feeling restless, which is why he decided to put together a much simpler and easier project to enjoy in the meantime. That's where this innocent-looking Mk2 Fiesta comes in. "I wanted to quickly build a cheap toy; an easy bolt-together project that wouldn't need anything specially made, unlike my other Mk2 where virtually everything has been custom built," explains Clarke.

But thanks to some well-timed bargains that plan has evolved somewhat, as Clarke has since put together a very cool sleeper, complete with a 220bhp Zetec on throttle bodies with nitrous, coilovers and uprated brakes tucked behind those subtle steel wheels.

The project began when a friend stumbled across a super-clean beige example with just 32,000 miles on the clock, which, confusingly, isn't this car at all. But Clarke is a Mk2 Fiesta fanatic

and having owned 18 of them through the years he's developed a fondness for beige examples, so he promptly snapped it up. It seemed ideal, until another friend found an even better example the very next day! "I was looking for a clean one as I didn't want to mess about welding it up, and I love beige - my first Mk2 was that colour," he tells. "I was happy enough with the first one but I couldn't help going to see the other as it seemed like the better base for a project, and it was cheap for the money."

The second car had an even lower 21,000 miles showing on the clock and it was mint, complete with original dealer number plates and window stickers still in place. But, handily, it also happened to be an unfinished project that came with plenty of bits and pieces, some fitted and some not. "It had XR2 running gear and there was a 2.0-litre Zetec engine that had only done 30,000 miles under the bonnet with a recently-rebuilt Escort RS Turbo gearbox, but it wasn't running." The car also came with a set of brand new GAZ >

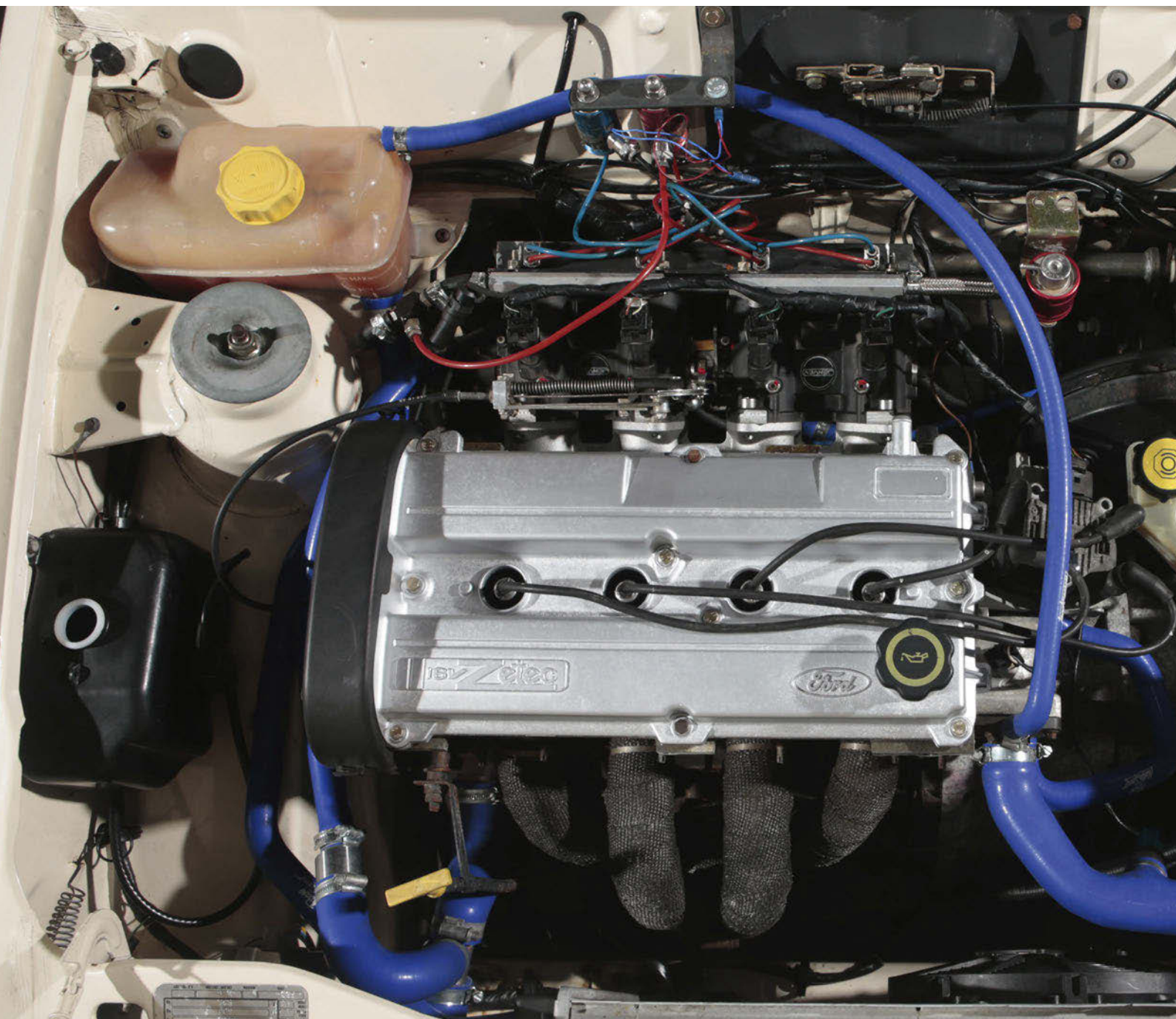
"I WANTED TO QUICKLY BUILD A CHEAP TOY; AN EASY BOLT-TOGETHER PROJECT THAT WOULDN'T NEED ANYTHING SPECIALLY MADE, UNLIKE MY OTHER MK2 WHERE VIRTUALLY EVERYTHING HAS BEEN CUSTOM BUILT"





**“TO BE HONEST, IT’S NOT THAT QUICK IN THE
GRAND SCHEME OF THINGS REALLY, ALTHOUGH IT’S
HILARIOUS FUN TO DRIVE”**





coilovers, a bolt-in roll cage, bucket seats, a brand new XR2 rad and there was a new clutch along with plenty of other random spares. "The guy had lost his storage and wanted to sell the car and everything he had for it. We filled the car to the roof with the spares he had and I took it away," he recalls. "By the time I sold all the bits I didn't want, the car didn't owe me much at all. It suited me actually as I wanted to build a sleeper with an interior anyway, so I didn't want things like a roll cage."

However, although it was an easy project for a man of Clarke's talents, his business, together with his other car, kept him busy, so it took nearly 6 months before he finally found a couple of spare days. But being a dab hand on the spanners and the laptop, that's all it took to get the car running. "I had a KMS standalone ECU lying around, so I made up a loom myself and I had it running for the first time, on my base map, within

a couple of days. Within a week it had sailed through an MOT and was ready for mapping. So I took it down to see Lee at Devil Developments and he finished the flat-out mapping with me using his rolling road."

With the Ashley 4-2-1 exhaust and manifold, along with an HO inlet that came with the car, it made a decent 148bhp on the dyno and, having not experienced a tuned Mk2 Fiesta for a while, the first drive turned out to be quite exciting. "It was like a unicycle on ice! It pulled all over the road with huge amounts of torque steer I've not experienced in years, but it was fun!" he tells, with a grin. "It actually turned out the tracking was miles out, so once that was done it was a lot better."

Clarke was actually happy enough leaving things there until fate intervened (he was offered a set of throttle bodies and couldn't resist another bargain). "It

"IT HAD XR2 RUNNING GEAR AND THERE WAS A 2.0-LITRE ZETEC ENGINE THAT HAD ONLY DONE 30,000 MILES UNDER THE BONNET WITH A RECENTLY REBUILT ESCORT RS TURBO GEARBOX, BUT IT WASN'T RUNNING"



FORDFACTS

ENGINE: 2.0-litre Silver Top Zetec engine, Jenvey 45mm throttle bodies, KMS ECU, Ashley 4-2-1 exhaust manifold and system, Wizards of NOS direct-port nitrous injection set up, Fiesta injection fuel tank, Bosch 044 fuel pump, silicone coolant hoses, XR2 radiator

TRANSMISSION: Escort RS Turbo BC gearbox with rebuilt LSD, organic clutch, XR2 driveshafts

SUSPENSION: GAZ coilovers and adjustable rear dampers, XR2 tie bars and rear beam, rose-jointed Panhard rod, poly-bushed throughout

BRAKES: XR2 discs and calipers, Mondeo servo master cylinder, braided lines

WHEELS: Mk3 Fiesta steels with 185/50/13 Yokohama Advan tyres

EXTERIOR: Totally standard

INTERIOR: Standard seats, three-point harnesses, partially stripped, nitrous arming switch by gear lever

was a complete Jenvey 45mm body kit for a Zetec with an Omex ECU and it was pretty cheap, so I bought it, sold the ECU separately, and ended up not costing me a lot."

Fitting didn't take long, but a return trip to the dyno didn't quite yield the results he was looking for. "I was a bit surprised to see it make 151bhp, just 3bhp more than it did without the throttle bodies. I knew there was something wrong and it turned out it was because the throttle bodies were mounted on a carb inlet which was completely wrong for them."

Once the correct inlet manifold was fitted the car made a much more impressive 172bhp which, again, should have been more than enough to keep Clarke happy. Only, he was then offered a nitrous kit. "When I was younger, I used to put nitrous on everything I owned, from cars to bikes, but I haven't touched it in

years," he says. "But, when a friend, who works at a car dealership, told me they had a cheap nitrous kit, removed from a Porsche Cayenne of all things, I snapped it up."

It was a wise buy. Yet again, Clarke bagged a bargain as it turned out the kit was a top-of-the-range direct-port set-up with two large bottles still full of laughing gas. Not only that, but there was also a nitrous controller with the kit that allows the engine to consume much larger quantities of nitrous in stages. Safe to say Clarke had the kit fitted, complete with novelty trigger button on the gearstick, within days. "I ordered a new set of jets to give a genuine 50bhp gain, though I still need to play around with the fuel jets and controller. It feels very nippy now. But, to be honest, it's not that quick in the grand scheme of things really, although it's hilarious fun to drive. I only bought it to have a laugh with and maybe do some

drag racing, but it was always just a stop-gap and my spaceframe Mk2 is nearly finished now. But I sit in it and it reminds me of my first Mk2 and I love that feeling."

That doesn't mean Clarke is content with the car just yet though. He tells us he's just bought a bargain ST170 engine from a Focus and plans to fit that with the throttle bodies in the near future, and then a much heftier dose of nitrous will be added. It might be a stop-gap for Clarke, but it will be a car more than capable of scaring a few unsuspecting road users by the look of it... **PF**

THANKS

Lee at Devil Developments, Jamie and Ollie for the help, Biggie and Bammo for the leads



Three countries, two days, one car

What better way to test out the new Focus ST TDCi than a 1,015-mile road trip?

Words & Photos: Performance Ford Magazine



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When Ford announced that they were releasing a TDCi version of the Focus ST, we have to admit, we were sceptical. Is a diesel version of a car that hasn't really hit the ground running in the UK, quite like its predecessors did, really a good idea? It's a valid question, to

which many would probably answer 'no' without a second thought. In order to try and work out an answer, we grabbed the offer to drive one back to the UK, from Barcelona, with both hands. If you don't like a car after driving over 1,000 miles in it in just two days, then you're never going to like it.

After a smattering of sleep in a Barcelona hotel, it was a 6am start to get on the road. Once we'd stumbled through a conversation with the Spanish bloke on reception, we managed to gain access to their garage and clap eyes on what would be our home for the next 48 hours: a Racing Red Focus ST TDCi. Secretly I wanted to take the grey one home, but there was no one there to tell.

Once settled in the supportive Recaro driver's seat I still couldn't get over the juxtaposition of being greeted by a Ford Performance logo on the touch screen display, followed by what can only be described as a refined clatter, as the diesel engine fires into life (after depressing the push-button start). Granted, it's a long way removed from the metallic growl of a DI in an old Transit, but it was obvious that this fast Focus was unmistakably powered by heavy oil.

The first stint with me behind the wheel was a pretty hectic one; it involved navigating the right-hand turn out of the car park to just outside the hotel reception. Where I promptly jumped out and let my companion for this journey, Adam McLaren, take the wheel. I was far too tired to be navigating my way out of Barcelona. >





I tried typing 'England' into the satellite navigation, but it wasn't having any of it. So we had to go it alone in our mission to get out of Barcelona's overly-complicated (it might not actually have been complicated, but it was early morning) network of roads. We got lost three times, but eventually found a road that resembled a motorway, and was pointing in roughly the right direction, and followed it.

The face-lifted ST has lost none of its refinement, it feels a very well built car and it's apparent straightaway that the 2.0 TDCi up front has got a barrow-load of torque at its disposal. But as it's this refinement that has previously muted the performance of the petrol ST, I was concerned as to what it was going to do to a diesel? The petrol version isn't a slow car. But, for whatever reason, it just doesn't feel that fast. We'd find out if that is the case with the diesel in due course.

Once out of Barcelona, Spain was actually dispensed with quite quickly. The ST is quite happy to sit at 85/90mph, although only returning 38mpg at that speed, which already makes us question the point of a diesel when the petrol probably wouldn't be a million miles adrift of that figure. However, at a UK-friendly 70mph, the mpg rockets up into the 60's and the engine is just starting to

boost in sixth gear. If you plant your foot, the torque does throw you up the road. Much the same as the petrol version... There's that comparison again. We're not even out of Spain and we keep bringing up the elephant in the room; why a diesel version?

After leaving behind an icy UK and a dull Spain, the south of France was bathed in sunlight. It wasn't by any means warm, but it was nice enough to stand around without shivering. This gave us our first chance to grab some decent pictures of the ST and actually take in the face-lifted bodywork. I do like the Racing Red paintwork, especially with the 18" alloy wheels finished in anthracite. The revised front end I didn't actually like at first. But, in the sunlight, the sleek headlamps and wide grill that slightly tilts forwards at the top, really do look good. It's a handsome car all round. Perhaps there's a bit too much rake for my personal taste. Nevertheless, in general, I like how it looks. A quick cup of coffee and a look in disgust at the roadside toilets (read: holes in the ground) it was back on the road to munch up the 450 miles to our overnight halt.

Over the course of the next couple of hundred miles, and between episodes of our audiobook of choice: 'War and Peace', we tried to decide how we felt about the ST. We both liked the fact that somehow,





with a mixture of witchcraft and sticky tape, the diesel engine actually manages to sound like a petrol engine from inside the cab. With the throttle wide open, there is a real induction roar – much like the ‘synthesised’ one in the petrol and not unlike that of the popular five-pot engine in ST’s of old. In fact, we reckon that uninitiated passengers wouldn’t even know it was a diesel engine. Mind you, stopping for fuel, it still felt weird looking at the ST badge on the back and filling the Focus with diesel.

At the wheel, power is served up like a push in the playground from a bigger boy. It’s a relentless shove in the back that makes no apologies about what it’s doing. As you’d expect from a diesel, there is plenty of torque on tap. Also as you’d expect from a diesel, there is little point in revving the engine past 4,000rpm as it starts to run out of puff. The torque really is delivered in a huge slug. On slippery roads it’s almost more rampant than the petrol-engined version, although there is less of the ‘digitally-enhanced’ strange torque-steer that the first generation of Mk3 ST seems to suffer from. Clearly, someone at Ford has sorted out the stability and traction control software. The scrabbling around for grip feels a lot more mechanical, and sincere, than its predecessor. >



Between the motorway and the overnight halt, there were a good few country roads to navigate and, despite being quite a big old girl these days, the Focus is still a lot of fun in the bends. Ford have got their chassis dynamics down to a fine art these days, with a very positive front end that digs into corners, giving good feedback through the nicely weighted steering. It's not an all-out track car though, so it's not by any means the best that there is, but it can 'dance the dance' if needs be. The rear end is happy to tow the line, or can be provoked into a bit of lift-off oversteer if you so wish. Most importantly, it has plenty of grip and the diesel engine up front doesn't really change the dynamics of the ST when it comes to the twisty bits.

The following day, about 50 miles into the second leg of our adventure, there was a good helping of snow to contend with. Wheelspin at 80mph was interesting and prompted a drastic reduction in speed until we were through the worst of it. Amazingly, in stark contrast to the chaos caused locally when 1cm of snow recently fell, the French roads seem to cope just fine with it. There had been at least three inches of snowfall, yet no one was panic-buying bread and milk and none of the roads we encountered ground to a halt whilst everyone forgets how to drive. Amazing! >

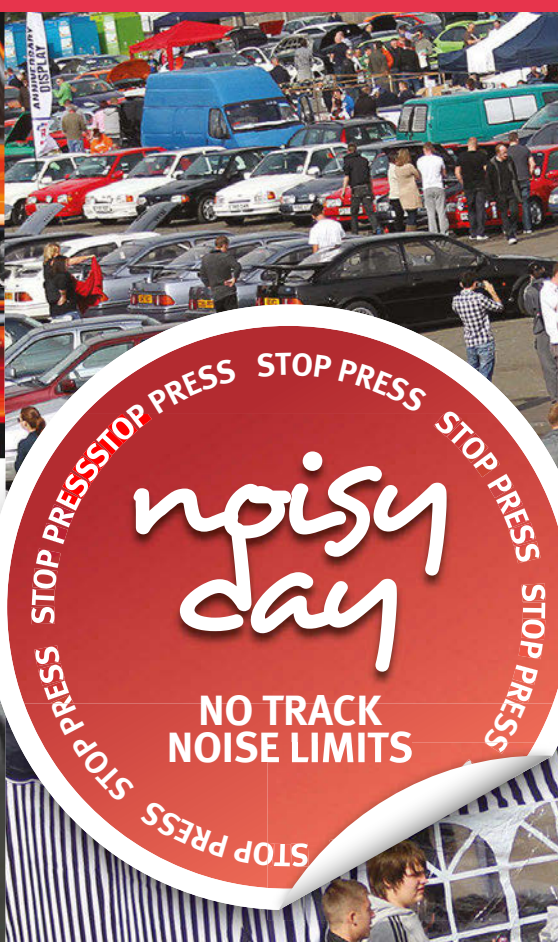


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Well into our second 500-mile stint in the ST we decided that, as we were passing Reims, we thought we'd visit what remains of the circuit Reims-Gueux.

If you're ever near Reims and fancy visiting this place, it's certainly worth a short de-tour. However, ignore the address that is given on the internet as it's about a mile in the wrong direction. After an hour of searching the town of Gueux we almost gave up and headed for Calais. Nevertheless, after finding advice that said to put 'Reims GP Pits' into our Google map, we realised that it was literally just up the road out of town.

If you are a motorsport fan, it's certainly worth a quick look as, although pretty run down, the main road runs through the middle of the remains of

the grandstand and the pit garages. Not used as a circuit since 1972, it is all that remains of the road-racing track. To think that Formula 1 cars once rattled down the road that we were parked on, was a pretty cool thing indeed.

After exploring perhaps more of the venue than we should have, and being ushered away in French by the president, we were back in the Focus for our final leg of the trip to catch the Eurostar at Calais. We were rapidly approaching the time where we had to cast our final judgement on the ST TDCi and our thoughts turned to how we actually felt about it.

We were both in agreement that it is a good car. Well built, comfortable, and after nearly 1,000 miles in two days, neither of us were 'that' tired. However, maybe that could be attributed as much



to the empty, free-flowing, French roads as to the car itself. It's undoubtedly quite fast, sitting happily at 90mph and eager to scamper north of 100mph with ease. But even at 90mph it felt quite pedestrian. Which is the same old problem as with the petrol ST. It's so well built, any potential fun doesn't slap you in the face.

It was also time to address the elephant in the room. Why a diesel ST? Our average MPG over the 1,015 miles was 38. Which isn't as impressive as we'd expected. It did the journey in two and a half tanks of derv. Would the petrol-engined one have used

that much more? Probably not! Plus, the petrol-powered one is faster. Okay, so the tuned diesel makes impressive power at 186PS, considering it's a tweaked version of the 150PS unit. And, inside the car, it actually sounds quite good. Then there is the huge amount of torque. But, it's only got 40Nm more torque than it's petrol EcoBoost brethren which, with a Mountune upgrade, would probably reach that figure anyway. Around town it might be more economical, but with the price of petrol heading ever south, and the efficiency continually improving, the whole reason for choosing a diesel these days is almost defunct. **PF**





“DID WE LIKE IT? YES WE DID. WOULD WE BUY ONE? PROBABLY NOT, FOR REASONS MENTIONED ABOVE. WHICH IS A SHAME, BECAUSE IT IS ACTUALLY A GREAT CAR, AND ONE THAT WE ENJOYED EVERY SINGLE ONE OF THOSE 1,015 MILES IN”

FORD FOLKS *Peter Alexander*



Like many racing drivers, Peter Alexander began his career in Karts. Competing initially in the 100cc Junior Britain category, Pete progressed to Senior Britain and 100 National karts, racking up numerous podiums and wins along the way.

"I loved racing karts," recalls Peter. "I started when I was twelve and continued until I was seventeen. My parents were very supportive, but there wasn't any family history with racing. Although, I did later find out that my grandfather used to take my grandmother to watch the motorcycle grasstrack racing at Brands Hatch. Not only that, he used to wander off, enter a few of the races, and then wander back. My grandmother was none the wiser that he'd been on one of the motorbikes that roared past!"

Although karting ticked most of Peter's boxes, it didn't quite tick all of them, as he explains. "Ever since I'd begun showing an interest in motor sport, I'd been drawn to single-seaters. I didn't really have any aspirations to go into Formula One, but I did harbour a desire to race in single-seaters."

Fiesta time

And, Peter did make the move into single-seaters, a very successful move as it would transpire. But not before he'd sampled the delights of a Fiesta. "I'd just turned seventeen. This was back in 1991,"

he remembers. "I had the opportunity to buy an Mk1 Fiesta that belonged to a local garage. They'd grafted on an Mk2 front and fitted a tuned CVH engine. I used this Fiesta in rallyingcross and for some circuit races. It was rather a wreck, and broke down often, but all-in-all a good learning experience. I didn't actually buy the Fiesta, it was on loan. My dad had an off licence and I think we gave the owner a crate of beer in return!"

Peter, who owns and runs PA Motorsport (and has done since 1992), and is Chief Instructor at Motorsport Vision, is actually very modest about

his achievements. Despite not having raced saloons before, especially in the rough, tumble, and close-quarters combat of rallyingcross, Peter took to the Fiesta, and to rallyingcross, like a duck to the proverbial! This was, of course, the period when the likes of Gollop, Welch, Hopkins and Schanche were slugging it out on the rallyingcross scene. Peter did well and he even won a circuit race at Lydden in the flying Fiesta. That win, and lap after lap of fast and furious action, made Peter decide to buy a single-seater and focus on circuit racing. >





Single-minded

"Before I started racing single-seaters, I did a course at Brands Hatch Racing School, which seems quite funny now seeing that I have worked there as an instructor since 1992 and became Chief Instructor for Motorsport Vision in 2008," mentions Peter. "They were using Formula First single-seaters and I was well and truly hooked. With help from my parents I managed to buy a Formula Ford 1600. A Royale RP29. I later found out that it was an ex-works car and had raced against Ayrton Senna! I loved this car so much, I used to sit in it while I was doing my homework!"

Peter drove the self-prepared (Peter has restored, maintained, and single-handedly run all of his cars and karts since the very beginning) RP29 to the 'Champion of Brands' Formula Ford title in 1992. More lap records, wins and championship titles followed, including the 1994 'Champion of Brands', 'Lydden Championship', although the cost of competing at this level was starting to take its toll. One-by-one, he was forced to sell his road cars.

"My first ever car was a 1300 Escort Mk1 that I bought when I was fifteen. I did lots of it but, sadly, it was too far gone to save. The first car

I could actually drive, was a Mini Metro which my parents bought me. But, I'd always had a thing for Ford and I sold it to buy a 1972, Copper Bronze, Escort Mk 1, which I restored. I went on to own a Mk1 Mexico, a MK1 RS2000 and a Mk2 RS2000. Sadly, I had to sell them to fund my racing. One of my biggest regrets is selling the Mexico. It still exists apparently and I'd love to buy it back. The registration number is GUU 737N. Oh, I had a succession of Transit vans of course. Perfect for carrying spares and for towing the Formula Fords."

When Peter refers to 'spares' and 'Formula Fords', he really means lots and lots of spares and lots and lots of Formula Fords! Because he took so many spares with him to events, he'd invariably end up selling some to fellow competitors. He'd also help fit them - and assist in setting the cars up. Thus was born PA Motorsport (circa 1992, which became PA Motorsport Ltd in 1999).

In terms of Formula Fords, Peter is a bit of an addict. Notwithstanding the many customer cars that have passed through his talented hands, he admits to have owned fifty-five Formula Fords. Yes - you read that correctly, fifty-five! He's raced most of them too. Very successfully. Peter was third in the '96 Kent County Formula Ford Championship, runner-up in '97, and winner in '98 (in a Van Diemen RF97). He also won the first ever Zetec Formula Ford race, had numerous lap records (he still holds the Zetec FF lap record





“MY FIRST EVER CAR WAS A 1300 ESCORT MK1 THAT I BOUGHT WHEN I WAS FIFTEEN. I DID LOTS TO IT BUT, SADLY, IT WAS TOO FAR GONE TO SAVE”

at Croix-en-Ternois, France). His customer cars (which he runs under the Team PA banner), have also won numerous titles, records, and secured other notable results including Formula Ford Festival race wins.

Although he still races, since the late '90s, Peter's main focus has been PA Motorsport Ltd, where he restores, prepares, and sets up cars for his many clients. Formula Ford still predominates, though. At the moment, there are seven historic Formula Fords in his workshop.

Peak power

As he has already alluded to, Peter never harboured any desire to race in F1 (Formula Ford has been his thing - and still is) but he has, in fact, raced an F1 car. "In 2007 I was asked to test a Simtek S951 F1 car," enthuses Peter. "The

test went well and I was then invited to race it at Hockenheim, at the Jim Clark Memorial race. It was magical - but a steep learning curve. For longevity and cost purposes, the Ford 3.5-litre HB V8 was rev-limited to 12,000 rpm instead of the usual 14,000rpm, but it still produced over 800bhp! An F1 car only starts to come alive when you work it very hard. Drive it half-heartedly and it's horrible. But, when you come to terms with the astonishing levels of grip provided by the chassis and the aerodynamic package, and the phenomenal brakes, and start to drive the car properly, it rewards you with a truly incredible experience. I was at Hockenheim for three days. During the first practice sessions I was taking some corners in third gear and the car never quite felt right. But, as I got more laps under my belt, and was growing in confidence, I was soon

taking the same corners flat in fifth. The G-forces were incredible!"

Even though he'd never driven an F1 car before, and it's important to appreciate that the Simtek had around eight times as much power as a Formula Ford produces, Peter finished on the podium, in third place. I think it's safe to say that he is pretty talented!

Different angles

Away from the dizzy heights of single-seaters, Peter has another passion. It's a passion for the Anglia 105E - and he's owned a fair number over the years. "I've always had a thing for Anglias," admits Peter. "There's something so nice and so honest about them. At the moment I own eight. I have three 5cwt vans, a 1964 Super, a 1964 Deluxe, a 1960, one-lady-owner Deluxe with just >



22,000 on the clock, the Anne Hall/Val Morley rally car, and my race Anglia."

The race Anglia Peter is referring to is actually rather special as, in a former racing career, it was the 'Amor All' Anglia and was kitted out with such goodies as a downdraft head, dry-sump etc. Prior to that it had been raced by Peter Bevan, having been built by him and his father George. In case you didn't know, George Bevan, an affable and hugely-gifted engineer, was the man behind the famous, all-conquering, and triple-championship (British Saloon Car Championship 1970, '71 and '72) winning Bevan Imp.

"Because of its history, there are probably those who think that I should have left the car in its '80s Amor All livery and bright green paintwork," mentions Peter. "However, I'm a great believer in keeping historic race cars exactly as they would have been back in period. To do this, and to comply with FIA regulations, I fitted steel doors, bonnet and boot, (respraying the shell light grey with a dark grey roof), fitted a side-draft head, side-draft carbs, wet sump and period suspension modifications. I also installed

a period dashboard as the original interior had been much-modified."

Even though it wasn't as 'hard-core' as before, the Anglia was still quick enough to win the class at Brands, Silverstone and Donnington, and usually finished in the top five. Peter who raced the Anglia in HSSC and then HRDC events, was subsequently invited to race it at the Goodwood Revival, in the St Mary's Trophy, where he shared the car with Tony Jardine. However, getting the car Goodwood-ready involved a lot of effort, time, and expenditure.

"There were lots of headaches and I worked silly hours getting the car ready," reveals Peter. "For Goodwood I had to add the bumpers and interior trim. On the test day the engine was initially performing well, then it suddenly let go on the Lavant Straight! I got the car back to the workshop, cobbled an engine together from parts I had lying around, and managed to get it back to Goodwood in time for the race. It ran like clockwork. But, would you believe it, after the race, back at the workshop, when I drove it off the trailer, it spat all of its oil out!"

Peter, who hopes to race the Anglia from time-to-time, has also restored a rare Tornado Talisman, which he is going to be racing at the 72nd Goodwood Members meeting. Why am I mentioning a Tornado Talisman and, for that matter, what exactly is it I hear you ask! Well, a Talisman is a specialist sports car designed and built in the early 1960s by a little-known British manufacturer; namely Tornado Cars. Early examples, such as Peter's, were fitted with Cosworth-tuned 109E engines complete with twin Weber side-draft carburettors (the same engine as fitted to the Lotus Seven - and Tornado was actually the first manufacturer to fit a Cosworth engine). Later cars switched to Cosworth-tuned 116E power.

"The Talisman is jointly owned by myself and an investor and it's been a very interesting car to restore and develop," says Peter. "I can't wait to test it. The car is very well engineered, with a great chassis, and should perform well too. The engine is an all-steel unit with wet sump and Cosworth A6 camshaft. At the moment it's developing 86bhp at the wheels and we'll probably find a bit more in due course."

Extremely amiable, a gifted driver, a talented engineer, and exceptionally hard-working, Peter is one of those enviable people who has achieved what he set out to do in life - and he's still achieving. He also seems to be able to seamlessly mix the old with the new. I look forward to hearing of his successes with the Talisman and I especially hope he occasionally dusts off the race Anglia - and uses it to dust up the opposition! **PF**



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SHOWREPORT

Sporty Little Number

With 25 years under its belt, Autosport International is a must-see event for petrolheads. PF went along to see it still had the magic after two and a half decades.

If there's one show that gets your mojo charged up for a pre-season build-fest, it's this one. Awash with parts, tuning goodies, race cars, the accompanying drivers and the tightly-clad girls to promote them all, it's a feast for the eyes and a test for the wallet.

This year was no exception, thanks in no small part to the event being in the throes of celebrating its 25th year. The halls were full of the kind of things that get people like us all giddy with ideas for our own builds, including but not limited to, 3J Driveline – they get an honourable mention because they let PF share some stand space, which was good of them. Plus, we never get bored of looking at the products on offer.

Other familiar faces included the Burton Power team who may as well cement their stand in place, such is their

dedication to being at events hosted at the NEC. Image Wheels were there, showing off their glittery wares to the thousands of show attendees. All the big tyre names were in attendance too; Yokohama, Cooper, Maxxis and Dunlop – the latter playing host to a number of touring cars that will feature heavily in the 2015 BTCC championship.

Omex once again took up plenty of carpet area with their array of engines and glorious throttle bodies and management systems, all of which got us thinking about projects of our own. Could we have some fun with our Focus ST170? Failing that, we were sure we could select some goodies from the GRP4 stand that would look handsome on Goldmember or on Luke's Mk1. So many shiny things, and let's face it, shiny stuff makes it all better! >









Differing somewhat from the theme of most stands was Ian Cook, also known as 'PopBangColour'. If you're not familiar with his work, you should take some time to check him out. He creates artwork of cars, both race and road, via painting onto a giant canvas with toy and radio-controlled cars as his brushes. It's clever stuff that takes far more talent than we've got!

Other stands featured more stuff to get us salivating, including the unexpected treat that came in the form of the 'Racing Gold' stand. Somewhat cleverly, these guys use parts from ex-race cars to create works of art as well as functional furniture and other furnishings, albeit with a motorsport theme. Fancy a lamp that uses gearbox parts as raced around Monaco by Mark Webber? They can hook you up! You'll need deep pockets though!

Obviously there was a huge array of tin on display too, both classic and modern. Mustangs through all generations were there, apart from the 2015 one (shame, we're a big fan). Cosworths of all types, Mk2 escorts both road and rally were well represented, as were modern Focus

touring cars and more. There really was something for everyone.

If you had really deep pockets you could have had a go at sticking your hand in the air with an accompanying, authoritative nod for some of the cars going through the Coys' auction. There's one every year and the metal on offer seems to improve in quality every time. This year was particularly special though, as a number of the cars going under the hammer were from the second series of Channel 4's 'For The Love Of Cars'. One included a stunning Mk1 'bullnose' Transit, and we mean stunning. It was easily better than it would have been from the factory. You'll have to wait until the series airs before you find out how much it went for, sorry!

All in all, the 25th year of Autosport International was a stormer. Okay, so it felt a bit quieter in places, and to some extent a bit smaller, but that's just a circumstance dictated by the financial constraints companies are under these days. The main thing is that those who did make the effort made it worthwhile for anyone coming through the doors. As ever, well recommended and not one to be missed. **PF**



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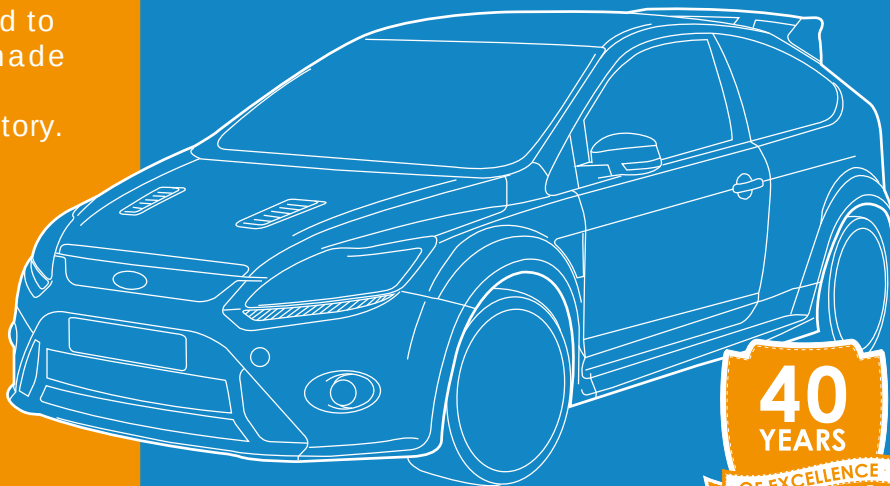
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SHOWREPORT

RSFFE Meet

Hardcore club members brave the winter cold for a weekend meet-up.

Words: Performance Ford Magazine Photos: RD Photography

These days, it is said that the Internet is killing the art of conversation. Apparently, people would prefer to chat on Facebook, or similar, rather

than having an actual one-on-one conversation. Whilst that might be the case, it's not quite as open-and-shut as that. The Internet, and its ability to reach >



TERRY EFF - MK2 ESCORT

After having recently made over 500bhp on the dyno, Terry's lovely Mk2 Escort was out to play. This arch-beast has all of the ingredients that make up a proper Mk2 Escort and it's always driven like a Mk2 Escort should be – hard!





far and wide, is actually a useful tool for contacting people and easily getting large numbers of them together.

Over the last couple of years there has been a sharp rise in the amount of Facebook groups. They have kind of taken the baton previously held by forums, and run with it. These Facebook groups are larger and are seen by more people than a forum (which is something you have to

consciously log on to). As a result, meets and events organised on social media are generally well attended.

RSFFE is one such group (although it also has an active forum). It has plenty of members and all of their events are well attended.

As well as arranging popular meets, RSFFE do a lot of fund-raising and at all events they attend, or meets they >



MARTIN BIRD – 105E ANGLIA

Martin's Anglia has been built for over ten years, but it hasn't stopped evolving in that time. Currently the DOHC engine is now wearing a Turbo Technics conversion, nitrous and a five-linked rear axle. Next stop is a custom rack conversion!





JIM - THREE-DOOR COSSIE

When a Cossie sits right, it sits right. This one is doing just that. It looked lovely and with a GT28 turbo, grey injectors and various other tweaks it's pushing out a healthy 400bhp. Proper job.





arrange, they always try to raise money. The focus this year is the Breast Care Centre at Frimley Park Hospital (as one of their members is currently undergoing treatment with this unit). This year they kicked off with a weekend gathering at the Gloster pub, in Farnborough. With over twenty cars turning out on what was a very cold January day, it just goes to show how popular this club is turning out to be. If you visit their page, or any of their events, you will agree that there is always a very friendly and welcoming atmosphere: factors which always make for a successful club.

The guys aren't fussy as to what cars turn up at the meet either; as long as they are from the Ford stable, they are welcome. This means that at every event you'll see Escorts of all ages, Anglias, and Cortinas, mixing it with the latest Focus ST's, Cossies, Fiestas etc. This meet was no exception, with the oldest car being a E93 Pop and the newest being a Fiesta ST180, with plenty of variation in between.

RSFFE are already planning the year ahead with a track day booked at Castle Combe and a breakfast meet at Brooklands Museum in Surrey. So, if you are in the area for any of their events, and have a Ford - whatever shape, size, power or colour - get yourself along; you won't be disappointed. **PF**

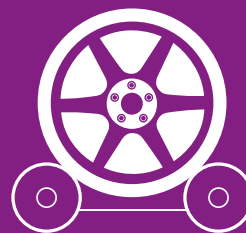


JOHN TERRY - ESCOS

John's Escort Cossie has the potential for 550bhp as it's running an M.A.D. engine, but at present the wick has been turned down to somewhere in the region of 350bhp. Whatever is going on under the bonnet, it looks tough!



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ROLLINGROADDAY

The roar of induction and the whoosh of boost, laced with good banter and bad tea all make up the ingredients of a great rolling road day at Austec Racing

Words: Performance Ford Photos: RB Photography



It's normal for a rolling road day to be packed with a whole heap of the same car, as generally they are organised by owners clubs. However, when we visited the recent rolling road day held by Austec Racing near Gatwick Airport, it was fantastic to see a wide range of different Fords taking to the dyno. There was everything from a V8 Capri, to a 16v Probe. Throw in a Cossie, a rear-drive Focus, an XR3i and a couple of Focus ST's and you

get what we mean.

The atmosphere throughout the day was fantastic and everyone was in high spirits as their pride and joy was strapped into Austec's rolling road. As ever, there were disappointments and there were surprises as the power figures were revealed, but one way or another everyone went home happy. Some even smoking up their tyres as they departed. >





Name:	Simon Buttershaw
Car:	Fiesta ST MR200
Engine Modifications:	Mountune MR200 upgrade
Expected Power:	205
Actual Power:	180
Comments:	Last two runs have been 210 so I'm disappointed with that.



Name:	Dean Fonyodi
Car:	Mk2 Focus ST
Engine Modifications:	DSCi induction, block mod, Helix RS uprated clutch, solid flywheel, 50mm core Direza rad, Samco hoses, Bluefin stage 1
Expected Power:	270
Expected Torque:	320-350
Actual Power:	262.9
Actual Torque:	340
Comments:	Happy with the result. Onwards and upwards.



Name:	Jay Glasse
Car:	Focus Cosworth
Engine Modifications:	GT30 turbo, external wastegate, 8 injectors, Siamese rail, Life Racing ECU
Expected Power:	Don't know
Expected Torque:	Don't know
Actual Power:	430bhp
Actual Torque:	330
Comments:	Needs remap due to running lean and new camshafts.



Name:	Ross Blackmer
Car:	Mondeo ST200
Engine Modifications:	Universal induction kit, stainless steel exhaust with twin exit tailpipe
Expected Power:	205
Actual Power:	145.3
Comments:	A bit disappointed but with 210,000 miles on the clock I think it needs a new engine



Name:	James Howell
Car:	Mk3 Capri
Engine Modifications:	Ford Racing 306Ci V8, Holley Avenger EFi throttle body, full stainless steel exhaust, MSD Streetfire ignition box, eight leads, MSD Pro Billet distributor, Edlebrock twin-plane low-rise inlet, Tubular manifolds
Expected Power:	260-280
Actual Power:	295.2
Comments:	Just enough, but I want more.
Actual Torque:	340
Comments:	Happy with the result. Onwards and upwards.



Name:	Nathan Shaw
Car:	Mk2 Focus ST
Engine Modifications:	Group A filter, 3" straight through exhaust, remap
Expected Power:	270
Expected Torque:	340-350
Actual Power:	265
Actual Torque:	300
Comments:	Very pleased.



Name:	Dave Schneider
Car:	Focus ST170
Engine Modifications:	K&N panel filter
Expected Power:	155-165
Actual Power:	157.7
Comments:	Can't complain. It was never going to make 170bhp, was it!?



Name:	Peter Murrell
Car:	Probe 16v
Engine Modifications:	Cone filter, de-cat, Peco rear silencer
Expected Power:	100
Actual Power:	103.3
Comments:	Not bad for a baseline test before mods over the winter.



Name:	Martin Dyer
Car:	Escort XR3i
Engine Modifications:	Standard apart from 2.5" Cherry Bomb
Expected Power:	85
Actual Power:	95.6
Comments:	Well pleased.



Name:	Chad Newark
Car:	Sierra Cosworth
Engine Spec:	Long studded 200 block, GT30 turbo, 1000cc injectors, ported cylinder head
Expected Power:	500
Expected Torque:	460
Actual Power:	450
Actual Torque:	420
Comments:	It did 800 last week. Jokes.



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OUR FORDS

Here are the Fords that fill the PF lock-up

Ben Morley



COSWORTH MK2 ESCORT – GOLDMEMBER



105E ANGLIA – PROJECT POTTER



MK6 TRANSIT

David Ford



MK2 ESCORT



MK7 FIESTA ST180

Mel O'Neill



MK7 FIESTA ST180

Luke Wood



N/A COSWORTH MK1 ESCORT – PROJECT ASBO

'Cubby'



MK2 FOCUS ST225

Rob Button



105E ANGLIA – PROJECT LITTLE AND LARGE

Lars Gustavsson



ESCORT COSWORTH – CARBON COSSIE

Rob Ransom



MK6 FIESTA ST – SUPERCHARGER



BIKE POWER MK2 FIESTA – THE NINJA

OUR FORDS



Ben Morley

This month in brief:

Fixing broken stuff; fixing stuff that wasn't broken; and buying more stuff.



For a change, I've actually had quite a busy month. That's partly down to circumstances, partly down to a whimsical purchase, and partly down to my inability to just leave things as they are.

As I come to the end of my time with the Focus ST170, it has decided that it likes to have a flat battery every second day. So after a week of not being used, I went to start it and was greeted by a fistful of nothing but disappointment as I turned the key. The wife had parked it over the road, nose in to a bush, next to a neighbour's car. So the only way to get a jump start was to push it across the road to my Transit, which I had reversed onto the drive some ten minutes previously (with no symptoms of anything being wrong with it). Brilliantly, I got the Focus halfway

across the road, but then I ran out of puff. Fortunately it was close enough to the Transit to get the jump leads between the two. Sweet. I jumped into the Transit to start it up and the bugger wouldn't start either.

So there I was, with a Focus stuck in the middle of the road that wouldn't start and a Transit on the drive that wouldn't start either. I then had to run up the road, get the wife's BMW 320d and jump the Focus from that to get it out of the road. Stranded vehicle rescued, I then tried to jump start the Transit. It cranked and cranked and

cranked then eventually started, but smoke billowed from under the bonnet and seconds later the alternator belt departed the engine bay.

Like a genius, I turned off the engine and surmised that there must be a problem with the alternator. Like an idiot I reached down and touched the pulley and burnt my finger. Sure enough, it was seized solid. Which is fairly crazy seeing as just 15 minutes earlier it had been absolutely fine. After a lot of swearing about my sizzling digit, I shut the door on the Transit

and decided to get it to the workshop another day.

When another day rolled round, and without a working alternator to charge the battery, I gambled on the 9 mile drive and fortunately made it there in one piece. With the Transit on the ramp and the pulley significantly cooler, I discovered that it had indeed seized-up solid. £150 and a genuine Ford alternator later, and a silly, silly stretchy drive-belt, I borrowed the outdoors ramp at Morley Auto Services and fitted the new bits. Problem fixed and the old girl was back in business.



Whilst on the subject of light-commercial Fords, I have recently decided that it was time to give our Mk1 Escort van some loving. It was put together nearly ten years ago now and I've learned a lot since then, so there are a few things that I want to change, improve and alter. At the time, there were no other five-linked Mk1 Escort vans around and we built it specifically for the Classic Ford show of 2005. Check out the Ford Facts for the full spec of it.

It may upset many of you to hear that I am keeping the 210bhp

Vauxhall engine. In fact I'll be looking to get a few more ponies from the throttle-bodied sixteen-valver. It's a fantastic engine and I love it, so it's staying. The Quaife straight-cut type-9 will be coming out, though, being replaced with a 3J Driveline item. I'm going to rebuild the five-linked rear axle with a slightly narrower casing, new two-piece halfshafts and a new limited-slip differential; again from 3J. The old Spax coilovers will be replaced with GAZ items, there will be new wheels and tyres too. All this and a few other mods along

the way and it'll be good as new. I'm really looking forward to giving it a new lease of life.

Speaking of new leases of life brings me on to the last thing this month – a new addition to my fleet. Affectionately known as Goldmember 3, it's a gold Mk2 Escort four-door that I happened to hear about locally. Owned by an elderly gentleman who had to give up driving, it's clear that he loved this car to bits as, although being quite dirty, it's never had any welding. More importantly it doesn't need any, either. It's one of

the most solid old Fords I've come across in a long while. I just had to have it. So I begged, borrowed, stole and sold to be able to buy the car.

What are my plans for it? Well this is going to shock you all, but I'm actually going to keep it standard. It's not been on the road since 2008 and so it needs some mechanical TLC and a damn good clean. But what I actually intend to do is just use it as a run around once the weather picks up later in the year. How long that will remain the case, though, is anyone's guess. **BM**



Ford Facts

MK1 ESCORT VAN

ENGINE: Vauxhall C20XE 2.1 16v, Accralite high-intruder forged pistons, decked block, lightened and balanced crank and rods, ARP rod bolts, ARP head stud kit, lightly-ported cylinder head, Piper 285 camshafts, Piper Vernier pulleys, SBD/Jenvey tapered throttle bodies, Piper 4-2-1 exhaust manifold. Yukspeed tin sump, triple-core Mk1 RS2000 big-header radiator, Samco hoses, MBE engine management, IK Engineering map

TRANSMISSION: Quaife Pro straight-cut type-9 five-speed gearbox, single piece propshaft, 3.89 final drive

SUSPENSIONS: Bilstein 2.8i 2.25" coilover front struts, eccentric top mounts, adjustable TCA's, Twin-cam anti-roll bar, quick rack, lowered rack-mount cross-member, five-link English rear axle, Spax rear coilovers

BRAKES: Alcon front calipers, vented discs, Sierra Cosworth rear calipers, vented discs, bias pedal box, line lock

WHEELS & TYRES: 7x15" Compomotive MO5 wheels, 195/45/15 Goodyear tyres

INTERIOR: Custom weld-in roll cage, Sparco Rev bucket seats, green 3-point harnesses, Smiths gauges

EXTERIOR: Le Mans Green paintwork, black powder-coated quarter bumpers, period sign-writing



**Rob
Button**

This month in brief:

Big plans for the small Ford.



105E ANGLIA

Anglia 105e – Project Little and Large

Decisions have been made this month. I have even stuck my hand in my pocket thanks to a trip to Autosport international. But before we get into any of that we had to get the old girl MOT'd.

A quick trip to Oakcroft Garage in Chessington one Saturday morning and the ordeal was over; thankfully, it passed with no dramas. With MOT in hand it meant that we could attend the first big car meet of the year at Brooklands Museum in Weybridge, Surrey. The problem with going to a 1,500-strong gathering of all sorts of classics and exotica is that you start mentally making lists of things you have spotted on other cars and you start plotting how to make them work on your own project.

As I'm on a bit of a budget, I need to spend wisely. Suspension and brakes are a must, so that's what I will be focusing most of my attention on. Whilst I'm waiting for the piggy bank to fill up, I decided a cosmetic revamp was on the cards and, of course, wouldn't cost a penny. Since I have owned the car it has had a pair of front spot lights and front and rear over-riders fitted, I guess I kind of originally liked them as it was a little different. However, if I'm truly honest, they needed to be removed. In my eyes, Anglias look



at their best when there is minimal fuss. So I cracked open the tool box and removed the lot.

The Anglia was also rocking the period race car look (reads: too many stickers!) from a trip to the Goodwood Revival and recent PF track day; it was now time for these to go as well. With the Anglia looking fresh as a box of daisies it was time to reflect on what was lacking and what would make a noticeable upgrade. Whilst at the Autosport show I kept thinking about interior mods. I'm carrying

some success ballast, so getting a seat that has some support, and would fit me and the car, was going to be a challenge. A full-blown race seat was out of the question. Fortunately, Corbeau Seats UK had just the answer on their cracking stand, in the form of their Sportline road range. I'm now the proud owner of a new seat and patiently awaiting its arrival. I have also been seriously thinking about wheel choices. The Lotus steels won't fit over any brake upgrades I would like. I have a set of Minilites I

could just fit and forget, but I fancy something different, a nice set of D1's or maybe gold-centered Cosmics! I'm keeping a close eye on the Internet to see if I can grab a bargain, second-hand may well be the way to go. The only problem with change is there always seems to be a knock-on effect. I know if I go for the wheel and tyre combo I want, the front wings are going to catch on the tyres, so this is something else I'm going to have to address. Oh, the joys of modifying old Fords! **RB**





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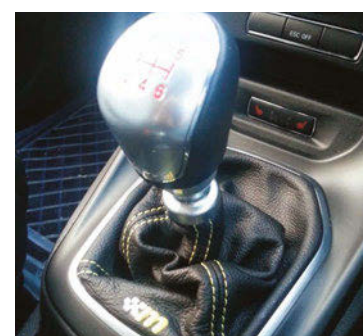
**David
Ford**

This month in brief:

Got to enjoy the ST, at least for a short while.



FIESTA ST180



Fiesta ST180

Some good news at last on the Fiesta ST! After spending almost a month with my local dealer, with no progress on solving the fault, I handed them a letter rejecting the car. A few days later I received a call from them saying that Ford Tech had come up with a 'temporary fix' so I could go and pick the Fiesta up.

Believe it or not, and I couldn't get my head round it, but they discovered that the battery drains had been caused by turning the radio off using the on/off button. Their advice was (until a recall is announced due late December/early January) that I must leave the radio turned on. And since I picked the car up at the end of November 2014 I'm glad to say it has been fine.

So, with a permanent fix in sight, and with Christmas fast approaching, I found myself on the Mountune website - which is a very quick way to empty your wallet! On the plus side, Mountune ran a '12 Days of Christmas' promotion where they were giving a good discount on different products each day leading up to Christmas, so I took advantage and ordered a Mountune leather gear gaiter and boot mat - what a difference the gear gaiter makes, well worth getting one for your own ST.

Things don't stop there, it's now early January at the time of writing and the recall has been announced for mid-month so with a

permanent fix in sight I booked the ST in at Mountune H.Q for their MP215 upgrade. I couldn't resist it, and a high-flow induction hose was also ordered in blue to match the Spirit Blue paintwork.

For those of you that don't know, the MP215 kit comprises of a custom aluminium high-flow airbox with dual cold air feeds, Mountune high-flow panel air filter, porous lower air feed hose, required hardware / clips,

revised engine calibration, and the all-important Mountune Performance badge.

You can have Mountune parts fitted either at their H.Q., or at an appointed dealer. I live local to their H.Q. so I took the ST there. It takes about one hour to fit and they have a waiting area where you can have a drink and there are stacks of magazines to read and some tasty parts on display to help you spend more of your hard-earned! A big

thank you must go to Julie who welcomed me on my arrival at reception and also a big thanks to Doug who talked me through what would be done to the car. After a nice cup of coffee and a look at the other goodies, Doug spent time going through everything which was carried out, right through to what you would need to know when having any work done on your car after the upgrade. All in all, a very good service from everyone at Mountune.

After a few days of driving with the MP215 fitted, I can say what a difference it makes. It's well worth getting! Getting back to the battery drain problem, I had a call once the recall was announced and the Fiesta went in on the 14th Jan. But, sadly, not good news. After having the car for two days, the software update didn't work as the car kept rejecting it! So now Ford Tech have to come up with another fix. On a more exciting note, I have added another Ford to my fleet, but more of that next month. All I'll say is that it's older and hopefully more reliable than the new one! **DF**



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Luke Wood

This month in brief:

Buying more bits for the Mk1 Escort – it must be nearly done by now?



MK1 ESCORT

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Mk1 Escort

A couple of new parts have arrived this month, in the shape of a new Burton Power pedal box and a Burton Power Grp4 spec steel steering coupling.

After sourcing a standard donor pedal box from eBay a while ago, I sent this off to Burton HQ to be transformed into one of its excellent motorsport style items, ticking the box for hydraulic spec clutch and optional Girling cylinders. A slightly more expensive way of doing things but, at this stage of the build, there's really no point in skimping on quality if at all possible. I'll go into more detail on the pedal box once it's all been fitted, but the plan is to recess the cylinders into the heater bowl, which will save some space under the bonnet and make the bay look extra special in the process. On the topic of under-bonnet presentation, I mentioned in my last report that Steve at Retromotorsportuk was planning something a bit different with the header tank and oil catch tank (he was going to use cylindrical tanks 'Frenched' into the wings) but on second thoughts he's since decided against that – and we're now going to do something even fancier instead! I won't go into it too much now (just in case...) but if the plan comes to fruition then it will take the attention to detail in the engine bay to another level entirely.

The steering coupling was purchased after a request from Steve as he was fed up with having to move the Escort around the workshop floor with trolley jacks. As you can see from the pics,

the coupling is now in place, although it has only part-cured the problem as we've now discovered the temporary steering wheel for Asbo doesn't actually fit. Of course, using a pair of mole grips is better than a set of trolley jacks, but it's still not ideal, so I'm currently looking at new steering wheels and weighing up the pros and cons of investing in a snap-off style steering boss. Yes, they're a bit more expensive, but then the Escort will be just that much harder for someone to nick. Plus, a snap-off steering wheel is just so cool...

As well as the parts delivery, Steve has now pretty much finished the mod on the nearside

inner wing designed to make a bit more space for the exhaust manifold. The idea behind this is that it makes it a whole lot easier to remove the manifold once the engine is fitted, in that you can just unbolt it without having to shoehorn it out or even pull out the whole engine. He's also been hard at work prepping the underside of the car. I'm going to go out on a limb here and say that, once finished, the exterior of the Mk1 is going to look pretty spectacular. With that in mind, Steve is keen that the underside doesn't let the side down – we all know that this area is just as likely to get scrutinised as the roof, doors, bonnet and boot, after all. **LW**



Recess in the inner wing to clear the turbo.

Ford Facts

ENGINE: 2-litre Cosworth YBT, CR Turbos T34 .63 turbo with -31 actuator, 3-bar map sensor, 205 block machined for Cosworth Group A forged pistons, 8.0:1 compression ratio, Cosworth Group A forged pistons with valve pockets, standard Cosworth crank re-ground to take .25 Mahle Motorsport bearings and APL big end bearings, skimmed flywheel, re-conditioned head with new valves, guides and stem seals, re-built dark green injectors, new tappets, new high pressure oil pump, ARP bolt kit, new 2WD water pump, Group A cambelt and tensioner with WRC nut, full Ultimate Sensor kit from Matt Lewis Motorsport, new cam bearings, new Group A coil, new bolts, seals and O-rings, re-conditioned 2WD sump, powder coated cam cover, L1 ECU with Bajoo chip rated at 380bhp, Bailey Motorsport dump valve, Bailey Motorsport breather set-up with Samco pipes, AutoSpecialists intercooler/radiator kit with twin fans, turbo damper, Magnecore HT leads, silicone boost hoses, braided water feed turbo hose, 2WD exhaust manifold

TRANSMISSION: T5 Borg Warner gearbox, Tran-X LSD

SUSPENSION: GAZ Gold coilovers and adjustable rear dampers, GAZ adjustable top mounts, Powerflex bushes, Type 49 strut tops

BRAKES: Hi-Spec R126-R calipers, 26x275mm vented and grooved discs

WHEELS & TYRES: 7x13in Revolution four-spokes, 175/50/R13 Yokohama A539s

INTERIOR: Cobra Classic RSR seats, Smiths Flight dials

EXTERIOR: Old Ford Autos fibreglass bonnet, smoothed filler cap, fibreglass wings

BODYWORK:
Steve @ retromotorsportuk
07921 789110



Rob Ransom

This month in brief:

There are never enough hours in the day for our Rob.



MK6 FIESTA ST - SUPERCHARGER



MK2 FIESTA NINJA



Mk2 Fiesta Ninja and Mk6 Fiesta ST

As ever, it's been a busy few months for me. So to the old ST. After being at Croft at Summer Madness, where I lost my wheel, the old girl has just been sat still in my unit getting more and more dusty.

After all that excitement it was back to work – well, joining in with Jamsport racing with the 'Jammerssss' crew. We were down at Brands Hatch for the last race meeting of the Jamsport Fiesta Cup. It was a mint weekend where all of our drivers finished in the top ten and that was it for 2014's Fiesta Cup Championship.

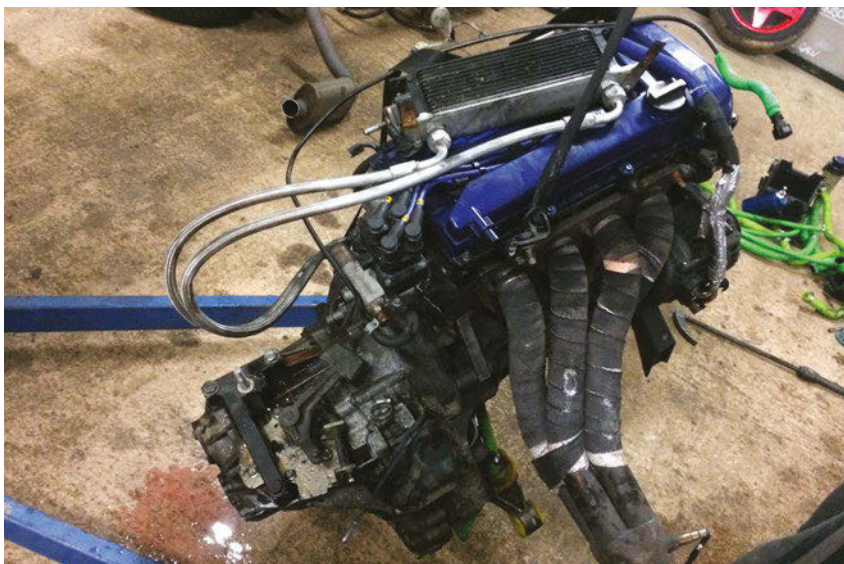
After that I found myself a Fiesta ST on eBay, nice and cheap, so I had a good little run to London to grab it. It is an 05-plate ST and it cost just £790. Even though the cod-rod was laying on top of the AC pump, I still needed a daily driver.

When we got back, I took out my supercharged engine and put that in the daily as I'm fitting a new engine into my original ST – a 2.3 stroker with a bigger supercharger.

After all that it was time to bite the bullet and take the Mk2 Ninja on track. Because my ST was engineless it was the best excuse I had to use the Mk2 Fiesta as Jamsport were holding one of its epic track days at Cadwell Park. I replaced the brake lines to steel and replaced the rear bushes to Proflex ones. I also changed the brakes and fluids so that the car was ready for the track.

It was an early start but when I got to Cadwell I got sound checked and was ready to hit the track from the word go. Once on the tarmac I didn't hold back, it was a epic day

and the weather was good. It was a top day to finish the year off, too. Once again I'll let the photos do the talking and there will be vids on YouTube soon, thanks. **RR**





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CLASSICORTRAGIC

Welcome to our second foray into the world of used Fords as we desperately search for the next big thing. The thing is, are we right or do you disagree with our insider knowledge?



Why should it become a classic?

Belting chassis. Massive grin factor. Strong 1.6 engine. Luxury trim. Cheap to run and maintain.

Why might it be tragic?

A Ka by any other name is still a Ka. That's not something you can hide. And, let's face it, the Ka has never been synonymous with being cool. To be honest, there's a lot of work for the SportKa to do before it could be considered cool.

The SportKa was an odd little duck, but it brought with it lots of fun too, which is never a bad thing. Based on the humdrum 1.3 Ka, the SportKa took the cutesy shape and transformed it into something a bit meaner. Chunky alloys, a bodykit, re-sculpted front headlight arrangement, leather interior (on the SE models) and, of course, a more powerful 1.6 engine. It wasn't earth-shattering with just 94bhp, but it was still enough to hustle the car to 60 in 9.7 seconds.

And it came into its own on the twisty stuff. The wheel-at-each-corner design meant the

SportKa was a hoot to chuck around and, with the bigger alloys and wider tyres, it gripped like a good'un. It was just good, honest fun.

Yet it's one of those cars that have seemingly slipped under the radar. In fact, despite a nifty ad campaign upon its release, the SportKa has been a bit anonymous. Quite strange really, but then again it was aiming squarely for the Citroen Saxo VTS/R market and, frankly, the French car maker had it all sewn up. As such, the SportKa sort of fell into obscurity.

They're dirt cheap now though, with examples in good condition being readily available for under £2,000. Of course, you have to be careful when buying – the Ka in any guise was a rust magnet. However, get a good one and it should be pretty unmolested, thanks mainly to the Ks never really being the subject of much modification.

Will it be a classic? We think so, yeah. It's got all the hallmarks of being one of those cars that just pops up one day as a little bit of an icon.

The SportKa was probably missed by most when it was new, but now that it's coming of age we reckon people will remember it and want to get their hands on one. Okay, so it's no Mk1 RS2000 but, in its own way, it's got some charm.

Ben says:

I'm not sold on this, but then I've never really been the Ka's biggest supporter. Yeah, they're fun to fling around, but I think the SportKa was a bit too 'try hard' without enough grunt to back up what it was trying to be. Another 20bhp would have sealed the deal, but 94bhp is hardly sporty. You never know though, I might be wrong. I guess we'll just have to wait for the years to tick by before we find out. Though I doubt residual values are going to skyrocket!

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THE KNOWLEDGE

Totally Wasted

No, this isn't a comprehensive guide to drinking, although we are more than qualified. We will, in fact, be taking a closer look at how external wastegates work.

Words: Simon "did you know houses were this expensive?" Hughes



Introduction:

An external wastegate governs how much boost is produced by the turbo, by directing the exhaust gas from the engine to where it's needed to either speed up or slow down the turbo (to increase or decrease the boost to the desired level).

How does it work:

To understand how the external wastegate works we need to have a basic understanding of how a turbo works. Yes, yes, yes, we know you are all hardcore tech-heads and know how a turbo works, but remember not everyone is

as awesome as you. Turbochargers are powered by exhaust gas; it flows into the turbine housing which makes the turbine spin, this in turn spins the compressor at the front, which draws in air and pushes it into the engine under pressure, giving you more horsepower, making you go faster and therefore making you far more appealing to the opposite sex*.

However, the amount of exhaust gas needs to be controlled. If left to its own devices, the turbo will consume all the gas and spin too fast, create too much boost and most likely cause engine damage.

This is where the wastegate comes into play, by allowing only what is strictly needed to the turbo. Its speed is controlled and only the desired amount of boost is generated.

In many turbochargers the wastegate is internal into the turbine housing but, as you'd guess from the name, the type we are looking at is mounted externally to the turbo. In effect, the external type wastegate creates a much larger bypass around the turbo (than an internal type); it does this by being connected to the exhaust manifold before the turbo, and to the exhaust or down pipe after the turbo, via rigid steel pipes.

So that's how it bypasses the exhaust gas around the turbo, but how does it control it?



Well, the wastegate is also connected to the inlet manifold by a smaller pipe which carries either pressure (boost) or vacuum. Essentially the wastegate is a valve that is controlled by inlet manifold pressure. When there's no pressure, the valve in the wastegate stays closed and sends all the exhaust gas through the turbo to create boost (when throttle is applied). Once the right level of boost is reached, the pressure will force the wastegate to open and allow exhaust gas to bypass the turbo and limit the boost level.

Setting the level of boost you want is done via the use of springs which are housed within the





unit and hold the bypass valve shut. The stronger the spring you use, the more pressure is needed to overcome and open the valve, therefore making more boost. Obviously, the opposite is true for weaker springs. Typically the springs are rated pounds per square inch (psi) and can range from 3psi up to an eye-watering 40psi.

Now, it is worth mentioning that you can use a weaker spring in conjunction with a boost controller to be able to run varying boost levels that are greater than the spring rate in the wastegate, but that's a whole other subject and is worthy of its own feature.

Why do I need one?

If you have a stock vehicle, or have a few bolt-on mods, then you're not going to need an external wastegate as the factory boost control system is most likely going to be up to the job. But if you have a 'balls-to-the-wall' engine with wild everything and an uprated turbo, or one that's so big you could fall into it, then going external gate will almost definitely be for you, as it has a few advantages over the normal style internal wastegate systems. Firstly, an external gate system is able to cope with very high boost levels

more easily, and is widely regarded as being more accurate in controlling the boost level as well. If you don't want to run huge power all the time, and want to calm things down now and then, you might want to turn the boost down for everyday driving. This can be a problem for internally gated turbo's of a reasonable size, as the wastegate is not able to bypass enough exhaust to slow the turbo down sufficiently to bring the boost down to the desired level. This same problem can cause a boost spike in the rev range when the engine is under load, as the internal gate cannot bypass enough exhaust gas and the engine is not consuming enough air. So, the boost level spikes upward and then drops down to a lower, more stable level once the revs increase and the engine is consuming more air and greater demand is placed on the turbo. An external wastegate, of the proper size, will be able to bypass enough gas to eliminate these problems and give more variable and accurate boost control. **PF**

**PF Magazine cannot guarantee this and accepts no liability for you being single if you own a turbocharged car.*



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XR2i

PF's quick-reference buyers' guide, broken down into five simple parts

5 MODIFICATIONS

BRAKES/SUSPENSION:

These will most likely be shot to pieces, so unless you're planning to restore the car to concours condition, the best bet will be to take a look at the aftermarket upgrades available. There are sharper handling Fiestas available, we'd suggest a Mk5 or Mk2 XR2i for a track project. So, for some road-going retro fun we'd probably just stick with fresh discs, fast road pads, non-adjustable fast road dampers and lowering springs.

ENGINE: To be honest, if you want your XR2i to go faster, we wouldn't really bother with trying to modify the standard CVH. It'd be a lot of hassle for not much gain. An RS Turbo swap would open up a lot more potential but, if it was our money, we'd opt for a Zetec swap. Reliable, affordable and fun it would combine those retro '90s looks with a quick motor you could drive every day.

BODYWORK: There's no need to mess around with the XR2i's exterior, it's better off being enjoyed as nature intended. Remove any tacky external aftermarket kit and concentrate on original lights, decals and trim for maximum period-correct retro appeal.

WHEELS: The only area we would

suggest you look at on the exterior is the wheels. The original 5.5x14-inch alloys were smart enough in their day, but something like a TH line Compomotive or a Ronal Turbo could look mega on an 2i, especially with the correct ride height. By correct, we do, of course, mean as low as you can get it.

INTERIOR: While we'd opt for a degree of originality in the interior, we wouldn't get too worked up about the standard seats. In all but the most time-warped condition cars these will have sagged and worn, so a good option would be to upgrade to a set of re-conditioned RS Turbo spec Recaros. They're nice to sit in, and a lot nicer to look at.

DON'T TRACK IT: These days, a well-tuned Fiesta ST will run rings around a venerable Saph on track, even one with a decent amount of power, so don't waste your money on cages and stripped out interiors. Protect your investment, and spend the cash on bringing the interior and bodywork back to 'better than new' condition instead.

5 THINGS TO LOOK OUT FOR

The CVH is a relatively uncomplicated affair.

But let's face it, at this age, the chances are it's going to need some attention. If it doesn't smoke, rattle or leak a little oil, then you can consider yourself to be very lucky indeed. In most cases, budget for a service at least, although a complete re-build is going to be most likely.

When it comes to the electrics, give all the gizmos a good going over to ensure they work properly. If it's been fitted with an aftermarket alarm system, make sure this is fully operational as well. There's nothing worse than some crappy car alarm going off in the middle of the night every time the neighbour's cat jumps on the bonnet.

The XR2i wasn't known for its razor sharp handling, so don't get too worked up about a less than go-kart like driving experience. On any car

with high mileage, expect the shocks and springs to need replacing – and the same goes for the brakes as well. Thankfully, neither are particularly expensive repairs.

As with any Ford of this age, reckon on there being lots of rust. Even if you can't see any straightaway, you can rest assured it's hiding somewhere. Check everywhere. And, while you're at it, double-check for crash damage and bad repairs. Replacement panels aren't expensive, but do yourself a favour and try and find a car that hasn't been bodged, ringed or completely neglected.

Compared to a modern car, the transmission will probably feel a little sloppy, but do look out for worn synchromesh, especially between second and third. A clicking sound could mean a worn plastic clutch adjuster, while a low biting point indicates that the clutch is on its way out.

5 USEFUL CONTACTS FOR OWNERSHIP

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5 FOUND IN THE CLASSIFIEDS

£550: 1991, H-reg, Radiant Red, unfinished project, aftermarket exhaust and alloys, lowered, de-locked, bad-boy bonnet, engine needs some attention.

£1,595: 1991, H-reg, Diamond White, 'Barn Find' car, 41k, starts first time, needs MOT and small amount of work.

£2,995: 1991, J-reg, grey, RS Turbo engine, Cobra GT seats, Roll Centre cage, Momo steering wheel, OZ Racing alloys, uprated suspension,

front and rear strut braces, performance exhaust.

£3,500: 1991, H-reg, Radiant Red, 45k, 'probably best in the UK', service history, one owner since 1995, engine bay immaculate, recent head and rocker gasket plus cambelt, only used occasionally in good weather.

£3,995: 1990, H-reg, Radiant Red, three owners from new, last owner for 20 years, always garaged, perfect interior, original radio etc, immaculate engine bay and bodywork, full service history.

5 FACTS ABOUT THE CAR

ESCORT AGENCY: To warrant the 'i' badge, Ford delved into the parts bin and lifted the fuel-injected 1596cc CVH from the Mk4 Escort XR3i. The venerable CVH was upgraded with Weber injectors, and the camshaft and manifold were also changed, all of which gifted the Fiesta XR2i with 110bhp and 102lb ft.

DRESS TO IMPRESS: The XR2i was given a colour-coded bodykit which included wheelarch and sill extensions plus distinctive front and rear bumpers. Blue inset piping also featured, while quad lamps in the front valance were designed to give Golf GTI owners a fright when looking in their rear view mirrors.

SPEED TRAP: It might have been criticised at the time for being a bit

soggy in the handling department when compared to its German and French rivals, but the XR2i was no slouch in a straight line. The 0-60mph benchmark was dispatched in 8.9-seconds while the top speed was claimed to be a heady 118mph.

TOY STORY: The XR2i didn't get Recaros (this was no RS after all) but it did get smarter seats with 'Zolda' trim and some decent equipment such as central locking, a glass sunroof, electric windows and a remote boot release function.

CHEAP THRILLS: Launched in 1989, the '2i' would have set you back the princely sum of £9,995. Alloys were an option (later made standard) and you could choose from four colours; Diamond White, Radiant Red, Black and Mercury Grey.



RACE

Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

"OVER A 30 YEARS", IN MOTORSPORT WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS, YOU WILL BE HAPPY WITH CLUBMANS OR WORKS SPEC PARTS. ALL PARTS HAVE BEEN DEVELOPED, TRIED, TESTED REPRESENTING TRUE VALUE FOR MONEY.

BODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS, BUSHES, SPACERS & BOLTS	£275
4 LINK KIT HEAVY DUTY C/W BIG BUSHES, 5/8 JOINTS, M14 BOLTS. TO SUIT ESCORT RUNNING REAR COIL OVERS	£275
BODY BOXES REINFORCED	PR £72
4 LINK TO CHASSIS SKIDS	PR £16
PANHARD ROD KIT ADJ 5/8 COMPLETE	£81
PANHARD ROD KIT FIXED TOWER	£75
PANHARD ROD ADJ L/H TOWER	£36
ANTI TRAMP BAR KIT MK1	£105
ANTI TRAMP BAR KIT MK2	£97
SQUARE TALL REAR TURRET BOXES	PR £42
TURRET AND ANTI TRAMP AXLE BRACKET	EA £3.50
LARGE GEARBOX TUNNEL	£45
ALLOY SURROUND GAITOR PLATE	£16
FUEL TANK PLATFORM, TO SUIT SHAPED ALLOY TANK C/W STRAPS	£88
DRY SUMP TANK, MOUNTING PLATFORM	£25
4 LINK CROSS BRACES (BODY BOXES)	PR £17
GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS INC BOOT INFILLS	KIT £78
MK1 & 2 NONE TURRET FIREWALL ALLOY PLATE	£46
SPRING HANGER SKIDS	PR £10
BOTTOM RADIATOR CUT OUT £12 + GUSSETS	£18
TOP RAD MK2 GUSSET PANEL	£28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC. BRACKETS, COVERS, SKIDS, LONG LINK BOLTS/TUBES AND CROSS BRACES MK2	£160
4 LINK ROD GRP4 SPEC 1/2 BUSHED	£42
4 LINK ROD GRP4 SPEC 5/8 BUSHED	£46
MK1 GRP4 SHORT LINK BODY BOX KIT	£114
GRP4 MK2 4 LINK KIT. COMPLETE	£500
GRP4 PANHARD ROD KIT. L/H OR R/H TOWER	£130
GRP4 PANHARD ROD TOWER. MULTIPIECE, LH OR RH WORKS SPEC	£58
GRP4 ROUND REAR TURRETS	PR £98
ZF GEARBOX TUNNEL COMPLETE	£100
BULKHEAD PLATE 1 PIECE	£13
BULKHEAD PLATE 3 PIECE	£19
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1 X SHAPED	PR £32
FRONT CHASSIS SKIDS	PR £20
CHASSIS TO SILL SKIDS	PR £20
STRUT TOP REINFORCING PLATES GRP4	PR £58
REAR INNER STEEL ARCH INFILLS	PR £16
SEAT SUB FRAME MOUNT KIT (WELD IN)	£40
WELD IN FRONT CROSS MEMBER CHASSIS INSERTS SET OF 4	£26
15" INNER REAR WHEEL ARCH TUBS	PR £230
MK1 WORKS STEEL ARCHES	SET £520
ROLL CAGE TUBE 2 METRE 38MM	£30
GRP4 WATTS CHASSIS BRACKET KITS	
MULTIPIECE FORMS BOTH SIDES	£114
GRP4 WATTS BARS GOLD BUSHED	PR £81

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL BAR PLATED	£48
WITH ALLOY BAR	£70
WITH OVAL STEEL BAR POWDER COATED	£76
MK1 WORKS FLAT TYPE BOLT ON STRUT BRACE C/W BRACKETS	£48
MK2 BOLT ON ADJUSTABLE STRUT BRACE KIT STEEL OR ALLOY BAR	£66

SUSPENSION TO BODYSHELL

WORLD CUP X - MEMBER, FULL GRP4 SPEC	£395
WCXM CLUB STD OR LRM CROSSMEMBER	£210
WCXM BASE FULL GRP4	£325
WCXM BASE CLUB STD OR LRM	£130
WCXM MOUNTS OHC / X-FLOW	£57
ANTI DIVE KIT	£50
DOUBLE WIDTH KIT	£50
GRP4 TENSION STRUT KIT TARMAC	£325
GRP4 TENSION STRUT KIT FOREST	£400
ANTI ROLL BAR T/STRUT 5/8	£130 3/4 £150
COMPRESSION STRUT KIT FIXED	£130
COMPRESSION STRUT KIT IN-SITU ADJ	£160
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X-FLOW	£70
TRACK CONTROL ARMS TCA'S	
IN-SITU ADJUSTABLE TCA'S. INNER RUBBER BUSHED	PR £180
IN-SITU ADJUSTABLE TCA'S. 5/8 R/JOINTS + FITTING KIT	PR £180
RUBBER BUSHED ADJ TCA	HISTORIC PR £165
R/JOINTED ADJUSTABLE TCA	HISTORIC PR £165
RS2000 TRACK ROD END GEN FORD	£40
WATTS LINKAGE KIT ATLAS	£285
WATTS LINKAGE KIT ENGLISH	£240
PTE SLIPPER KIT	£48
SHORT REAR SPRING SHACKLES	PR £39
U BOLT PLATES	PR £29
TWIN CAM ANTI ROLL BAR	£130
MULTI LEAF ORIGINAL FOREST	
5 LEAF SLIPPER SPRINGS	PAIR £210
SINGLE LEAF TARMAC SLIPPER SPRINGS 146LB	PR £225
TARMAC MULTI LEAF SLIPPER SPRINGS	PR £210
CD6 MK1 4 LEAF TWIN EYE SPRINGS	PR £210
MK2 SINGLE LEAF TWIN EYE 146LB SPRINGS	PR £225
MK2 MULTI TARMAC LOW TWIN EYE SPRINGS	PR £200

STEERING AND BRAKES

(ALL PEDAL BOXES HAVE GENUINE GIRLING MASTER CYLINDERS)

MK2 BIAS ADJ PEDAL BOX CABLE	£290
MK2 BIAS ADJ PEDAL BOX HYD	£355
MK1 BIAS ADJ PEDAL BOX CABLE	£340
MK1 BIAS ADJ PEDAL BOX HYD	£400
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJUSTER	£29
FLEXIBLE CLICK DASH ADJUSTER	£33
ALLOY RESERVOIR BRACKET	FROM £16 - £25
AP RESERVOIR + BRACKET PUSH ON	£18
GIRLING RESERVOIR THREADED	£18
HYDRAULIC HANDBRAKE KIT	£70
ALLOY PRO HYDRAULIC HORIZONTAL HANDBRAKE COMPLETE	£122
VERTICAL PRO ALLOY HANDBRAKE	£145
BIAS PROPORTIONING VALVE SCREW TYPE	£60
MK3 ESCORT REAR CALIPER MT BRACKETS	PR £20
SIERRA REAR CALIPER MT BRACKETS	PR £25

GENUINE AP DISC & CALIPERS

MONTE CARLO ESCORT CALIPER	EA £690
MONTE CARLO AP BRAKE DISC	EA £170
FOREST AP ESCORT CALIPER	EA £625
FOREST AP BRAKE DISC	EA £145
GRP4 2383-2382 REAR CALIPER	EA £540
GRP4 AP SOLID REAR DISC	EA £155
AP2577 REAR TWIN POT CALIPER WITH CABLE HANDBRAKE MECHANISM FITTED	EA £340
13" AP GRP4 FRONT DISC BELL	EA £22

NEW AP RADIAL 13" FRONT BRAKE KIT FITS WITH 13" WHEELS ONTO MK2 ESCORT C/W VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS, PADS AND PIPES £1,150

AP 15" RADIAL FRONT ESCORT BRAKE KIT, 305 DISC	£1,430
AP MONTE CARLO GRP4 ESCORT FRONT HISTORIC BRAKE	KIT £1,900
AP FOREST GRP4 ESCORT FRONT HISTORIC BRAKE	KIT £1,700
101/8 x 22MM VENTED DISCS TO USE WITH PRINCESS CALIPERS. PLAIN	PR £88
OR WITH GROOVES	PR £120
PRINCESS 4 POT CALIPER SPACER KIT	£40
GRPI CALIPER SPACER KIT. M16	£35
GIRLING MASTER CYLINDER. 625 ETC	£55
RS2000 GEN FORD TRACK ROD END	£40
GRP4 CAST STEERING JOINT	£43
GRP4 CAST STEERING JOINT LONG	£43
2.8 CAPRI VENTED FRONT DISCS	PR £58
2.8 CAPRI VENTED GROOVED DISCS	PR £95

MK2 ESCORT BRONZE BUSHED H/D	
GEN FORD QUICK RACK	£230
WITH NEW LONG RACK ARMS FITTED	£260
MK2 ESCORT ALL NEW H/D K/C	
QUICKRACK RHD / LHD	£350
SIERRA REAR DISC BRAKE KIT	£395
SIERRA CONVERSION HANDBRAKE CABLE	£25

ELECTRIC POWERSTEERING KITS USING VAUXHALL CORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 & 2 RHD + LHD £850

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4" SPRING SEAT, 1" TALL	£10
ALLOY 2 1/4" SPRING SEAT, 3" TALL	£17
ALLOY 2 1/4" LOCK RING	£8
ALLOY 2 1/4" D SHAPE TOP CAP	£10
ALLOY 4" SPRING SEAT, SHALLOW	£29
ALLOY 4" SPRING SEAT, DEEP	£33

RS2000 BILSTEIN STRUT CASINGS GROUP 1 FIXED CUP £185 GROUP 4 THREADED ADJUSTABLE £175

BILSTEIN FRONT INSERTS

260/60 LONG	£120
300/70 LONG	£120
300/70 SHORT	£123
300/100 LONG	£123

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £210
GRP4 TURRETED 220/110	PR £200
GRP4 REAR COIL OVERS 220/110	PR £365

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	EA £120
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	EA £80.00
ECCENTRIC OFFSET ALLOY TOP MOUNT	EA £68.00
RUBBER TOP MOUNT C/W SPHERICAL BEARING	EA £75.00
CONCENTRIC ALLOY TOP MT FLAT	EA £65.00
HIGH ANGLE TOP MT NUT + WASHER	EA £6.50
ALLOY RBTM LOOK BLACK	EA £70
PLASTIC DUST COVERS RBTM	PR £11

FRONT HUBS STUDS + NUTS

GRP4 ALLOY FRONT HUB	£65
GRP4 FRONT WHEEL STUD	£4.75
GRP4 WHEEL NUT	£2.75
GRP4 WHEEL INSERT	£1.75
ALLOY HUB CAP STD	£8 B/B
GRP4 WHEEL INSERTS	£2.50
GRP4 MACHINED WHEEL SPACER	£9.00
STD M12 WHEEL STUDS LONG	£1.20
OPEN END M12 WHEEL NUT	£1.00
RS2000 + GHIA WHEEL NUT	£1.15
GRP4 TO STD M12 CONVERSION NUT	£2.00

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT COMPLETE CAR SET 2 1/4	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W ALLOY SPRING SEATS + TOP CAPS	£75
RS2000 FRONT ALL RATES	FROM £50 PR
RS2000 FLAT GROUND ALL RATES	FROM £50 PR
2 1/4 ALL LENGTHS + RATES	FROM £45 PR
2 1/4 PROGRESSIVE 12" & 14" VARIOUS	FROM £65 PR
BLUE 2 1/4 HELPER SPRINGS 4"	PR £30
LOWERING BLOCK KITS, 1" - 2"	£24

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK, BAFFLED WITH TWIN TANK OFFS AND SIGHT GAUGE, C/W FILLER NECK + SPLASH TRAY	£205
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK + SPLASH TRAY	£280
TARMAC ALLOY ARCHES MK2	SET £325
FOREST ALLOY ARCHES MK2	SET £318
WIDE TARMAC REAR ARCHES MK2	PR £208
ALLOY FRONT SPOILER GRP4	£75
ALLOY FRONT SPOILER HIGH LEVEL	£85
DRY SUMP TANK, BASE MT	£125
DRY SUMP TANK, 6R4 TYPE BREATHER	£210
ALLOY CRANK CASE BREATHER BOX	£49
ENGINE ALLOY UNION	£7
REAR MK2 LAMP PROTECTORS	£19
ALLOY BATTERY TRAY (240 X 175)	£42
MK2 CENTRE INSTRUMENT PANEL	£35

ALLOY SWIRL POT FUEL 1.5LTR	£110
FUEL PUMP BRACKET, TWIN FACET	£35
MK2 DASH BINACLE INSERT	£40
1 LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
1 LITRE CATCH TANK C/W BREATHER	£65
2 LITRE CATCH TANK 2 x 1/2 FITTINGS	£53
RT30 BATTERY TRAY FLAT BLACK	£74
RT30 BATTERY TRAY VERTICAL BLACK	£70
REAR MK2 ALLOY BOOT SPOILER	£80
CO-DRIVERS ALLOY FOOT REST	£40
DRIVERS PUNCHED HEEL PLATE	£26

GEARBOXES

5 SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£6,500 +VAT
5 SPEED TYPE 9 TRACSPORT STRAIGHT CUT 2.2 1 ST	£1,750
5 SPEED TYPE 9 TRACSPORT SEMI HELICAL 2.48 1 ST	£1,900
4 SPEED RS2000 TRACSPORT H/D STRAIGHT CUT 2.2 1 ST	£2,200
ABOVE GEARBOX ALSO AVAILABLE WITH ALLOY MAINCASE, H/D MAINSHAFTS & LAYSHAFT PINS	

NEW ATLAS AXLE CASINGS

PREPARED TO THE HIGHEST GRP4 STANDARD FULLY FLOATING GRP4 ATLAS AXLE CASING, THICK TUBE WITH STUB AXLES, DOUBLE PINNED AND BREATHER	£495
2 DIAMOND 4 LINK BRACKETS. WELDED	£60
2 GRP4 DAMPER BRACKETS. WELDED	£50
2 SPRING SADDLES, HEAVY DUTY. WELDED	£60
1 GRP4 PANHARD ROD BRACKET. WELDED	£32
2 AP CALIPER BRACKETS. WELDED	£48
FULL SPEC CASING WITH GRP4 BRACKETS	£745
2 FIF L/RINGS LH/RH	PR £32
GROUP 1 THICK TUBE ATLAS AXLE CASING WITH ORIGINAL ENDS DOUBLE PINNED AND BREATHER	£468
2 SPRING SADDLES, HEAVY DUTY WELDED	£60
2 DIAMOND 4 LINK BRACKETS. WELDED	£60
2 DAMPER BRACKETS. WELDED	£50
1 PANHARD ROD BRACKET. WELDED	£32
(BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)	

DRIVESHAFTS AND FLANGES

TOP QUALITY GROUP 4 FULLY FLOATING HALF SHAFTS

740-770 F/F INC NUT	£140
790-820 F/F INC NUT	£150
740-770 F/F SPECIALS INC NUT	£225
GRP4 FULLY FLOATING FLANGE	£65
GRP1 2 PIECE SHAFT 18 TOOTH GRP4, 18 TOOTH BABY, NARROW OR WIDE	£150
GROUP 1 WHEEL FLANGE	£68
GRP1 BABY ATLAS / ENGLISH 16 SPLINE SHAFT	£150
HALF SHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF ATLAS SIDE GEAR	£75

QUAIFE BIG BEARING HUB KIT BOLTS ONTO ENGLISH / ATLAS AXLE C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T METRIC REAR HUB	£65
GRP4 F/F REAR STUD, INC BOLT	£11.50
METRIC REAR F/F HUB BEARING	£25
STEEL O RING CARRIER	£12
F/F HUB AXLE SEAL KIT	£15
STEEL SPLIT LOCK RING LH/RH	£16
REAR FF ALLOY AP DISC BELL	£30
ZF ATLAS 18 SPLINE MOTORSPORT LSD	£1200
ZF ATLAS MOTORSPORT PLATE KIT	£170
ZF ATLAS WAVY PLATE	EA £25
ZF ATLAS STEEL LSD END PLATE	£150
ZF ATLAS STEEL LSD HOUSING	£290
ZF ATLAS DRIVE FRICTION PLATE	EA £30
ZF ATLAS LSD END THRUST WASHER	EA £18.50
5.3 AND 5.8 ATLAS C.W.P.	SET £485
4.9, 4.1 AND 4.375 ATLAS C.W.P.	SET £485
5.1 ATLAS C.W.P. (BEST AVAILABLE)	£320
SALISBURY ENGLISH 22 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
SALISBURY ENGLISH 16 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
18 SPLINE ENGLISH LSD UNIT	£650
SALISBURY ENGLISH STEEL END PLATE	£115
SALISBURY ENGLISH DIFF PLATE SET	£100
SALISBURY ENGLISH STEEL LSD HOUSING	£160
4.4 ENGLISH C.W.P. SET	£240
4.7, 4.9, 5.1 ENGLISH C.W.P. SET	£250

NEW ALLOY BELLHOUSINGS

16V ASTRA TO FORD	£178
RS2000 CABLE	£178
RS AND 5 SPEED TYPE 9 HYDRAULIC	£210
2000E CABLE	£180
2000E HYDRAULIC	£208

BORG WARNER TO PINTO RS.....	£190
BORG WARNER TO VAUXHALL.....	£220
DURATEC TO TYPE 9 CABLE.....	£275
DURATEC TO TYPE 9 HYD.....	£300
TOYOTA 4AG TO TYPE 9.....	£295
SIERRA TYPE 9 SINGLE STARTER.....	£170
ZF TO BDA HYD WORKS TYPE.....	£245

INLET MANIFOLDS TWIN CARB

16V ASTRA, RED TOP, STRAIGHT.....	£120
N/A COSWORTH, 2 X 45/48.....	£120

CLUTCH AP COMPETITION

RS PINTO 8 1/2 SPRUNG PADDLE PLATE.....	£195
RS PINTO H/D COVER.....	£270
7 1/4 AP TWIN PLATE CLUTCH.....	£435
7 1/4 3 BLADE PADDLE PLATE.....	£115
7 1/4 4 BLADE PADDLE PLATE.....	£150
RS2000 H/D ORGANIC ROAD KIT.....	£295

COMPETITION EXHAUST MANIFOLDS

RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2.....	£155
N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2.....	£205
16V ASTRA INTO MK2 ESCORT.....	£205
X-FLOW 4 INTO 1 RALLY.....	£145
DURATEC INTO MK2 ESCORT.....	£197
16V ZETEC RWD INTO MK2 ESCORT.....	£167

FAST ROAD COMPETITION 2IN MANIFOLDS

RS2000 4-2-1 OHC.....	£145
1300/1600 X-FLOW.....	£115
XR3CVH 4-2-1.....	£122
XR2 MK1 X-FLOW.....	£130
THE MANIFOLD AND SYSTEMS ARE FROM STOCK. MANY MAKES AND MODELS TO ORDER.	

COMPETITION EXHAUST SYSTEMS

PINTO 2 1/2 RIGHT HAND, SINGLE BOX.....	£144
PINTO 2 1/2 RIGHT HAND, TWIN BOX.....	£152
PINTO 2 1/4 RIGHT HAND, SINGLE BOX.....	£122
PINTO 2 1/4 RIGHT HAND, TWIN BOX.....	£129
THE ABOVE ALSO FIT N/A COSWORTH/ASTRA CROSS OVER PINTO LH 2 1/4 CENTRE PIPE. ADD.....	£12

FAST ROAD COMPETITION 2IN SYSTEMS

RS2000 MK2 SINGLE BOX 2IN.....	£84
RS2000 MK2 TWIN BOX 2IN.....	£91
ESCORT MK 2 X-FLOW SINGLE BOX.....	£76
ESCORT MK 2 X-FLOW TWIN BOX.....	£84
MK 1 ESCORT X-FLOW TWIN BOX.....	£106
XR3 TWIN BOX WITH 3I SS END.....	£145
XR2 MK1 TWIN BOX 3I SS END.....	£130
XR2 MK2 CVH TWIN BOX.....	£125
SYSTEMS AVAILABLE ESCORTS MK5 + 6 + 7, CAPRI, CORTINA, FOCUS, TALBOT SUNBEAM, PEUGEOT, TOYOTA COROLLA ETC, ETC	

BOLT ON SAFETY AND SERVICE PARTS

5-SPEED R/JOINTED QUICKSHIFT.....	£55
4-SPEED R/JOINTED QUICKSHIFT.....	£55
5-SPEED Q/SHIFT KIT.....	£17
ROCKET TO ATLAS H/D PROPSHAFT.....	£140
ZF TO ATLAS H/D PROPSHAFT.....	£195
ZF TSTEEL GEARLEVER.....	£130
ATLAS AXLE 10MM ALLOY BRACE.....	£115
ATLAS STEEL WIDE DIFF SKID.....	£57
BACK COVER HALF MOON CLAMPS.....	£15

FIRE EXTINGUISHERS

2.25 AFF PLUMBED IN SYSTEM.....	£100
4.0 LTR AFF PLUMBED IN SYSTEM.....	£165
2.0 LTR HAND HELD AFF.....	£25
2.4 LTR HAND HELD AFF SPA.....	£50
MK2 ALLOY Q/R LAMP BRACKETS.....	PR £50
MK1 ALLOY Q/R LAMP BRACKETS.....	PR £68
SIDE MOUNT INTO SILL QUICK LIFT SCISSOR JACK.....	NEW £45

GRP4 CHASSIS MOUNT SUMP GUARD

WITH 1/4 PLATE, TARMAC.....	£175
WITH 5/16 PLATE, TARMAC/FOREST.....	£195
WITH 3/8 PLATE, FOREST.....	£210
NEW TYPE LONG GUARD CURVED WITH SKIDS GRP4 MK1 AND 2.....	£275
ZF GEARBOX ALLOY GUARD.....	£65

NEWMAN CAMSHAFTS PROVEN RESULTS

PINTO OHC FAST RD, RALLY OR RACE.....	£116
PADDED CAM FOLLOWERS.....	SET £68
X-FLOW FORD FULL RANGE OF CAMS.....	£100
OHC PINTO VERNEIR PULLEY.....	£80
MK2 POLYCARB WINDOW KITS C/W SLIDERS TINTED BRONZE OR CLEAR, FULL SET (AIREDALE).....	£270
MK2 CARBON DOOR CARDS.....	PR £95
MK2 INNER REAR QUARTER CARBON PANELS.....	PR £80
CARBON MK2 ROOF VENT.....	£160
MK1 ESCORT SAFARI ROOF VENT.....	£130

GEAR REDUCTION STARTER MOTORS

PINTO, X-FLOW, BDA, ETC.....	FROM £150
HELLA H4 HEADLIGHT UNIT.....	£29
MK1 ESCORT BOWL AND LOOM.....	£29
HELLA 3000 SPOT LAMPS.....	£70
MK2 ESCORT MOULDED SHAPED. POLY MUD FLAPS, BLACK, BLUE OR RED, SUPERB FIT. SET OF FOUR.....	£130
FACET RED TOP FUEL PUMP KIT.....	£76
FACET RED TOP PUMP.....	ONLY £66
ALLOY FILTER KING LARGE BOWL.....	£45
ALLOY FILTER KING LARGE BOWL AND GAUGE.....	£62

NAVIGATORS PYRAMID, ALLOY FOOT REST.....	£18
HARNESSES EYES.....	£1.50
EYED BACKING PLATE.....	£1
BOOT SPRINGS.....	PR £7
BONNET PINS.....	STEEL £7.50

ALLOY FOOT PEDALS SHAPED.....	SET £11
LIGHTWEIGHT 19MM RALLOY WHEEL BRACE ON BRACKET AND SPIN HANDLE.....	£58
GRP4 NAVIGATORS ALLOY FOOT REST.....	£34
DRIVER ALLOY HEEL PLATE.....	£15
MK2 ALLOY CENTRE CONSOLE.....	£30
ALLOY SPARE WHEEL POLE, SINGLE.....	£18
ALLOY SPARE WHEEL POLE, DOUBLE.....	£30
Q/R PLASTIC CONE CLAMP.....	£38
TRS Q/R WHEEL STRAP REMOVABLE.....	£35
EXHAUST PACKING.....	£5
BATTERY CUT OFF SWITCH FIA.....	£28
SAFETY STICKER SHEET.....	£2
SWITCH STICKER SHEET.....	£5
DOOR SQUARES.....	£3.50
MUD FLAP MATERIAL, 4MM RED/BLACK/BLUE.....	£5
MUD FLAP MATERIAL, 5MM BLACK/BLUE.....	£15
ALLOY MUD FLAP BRACKETS.....	£3
ALTERNATOR NYLON STRAP AND CLAMPS.....	£16
STEEL THRUST BEARING CARRIER PLUS ROUND NOSE BEARING RS PLUS TYPE 9.....	£47
ALUMINIUM CLOTH HEAT SHIELD, 50 X 50CM.....	£12

MK2 ESCORT ALLOY GRP4 RADIATOR SUIT MOST ENGINE TYPES C/W FAN, BRACKET AND SENDER BOSS.....	£250
M LINE 280MM FAN.....	£68
SENDER UNIT SWITCH.....	£12

BDA SILICON TOP AND BOTTOM HOSE.....	PR £68
BDA HEATER HOSE.....	PR £69
13 ROW OIL COOLER.....	£65
ANTI VIBRATION ALLOY MOUNT BRACKET.....	£40
PINTO ENGINE HOSE KIT.....	SET £110
VAUHALL TOP + BOTTOM HOSE.....	PR £80

NEW PRO FIA 3IN SHOULDER 2IN LAP STRAPS WITH REINFORCEMENTS Q/R "THE BEST SELLER"

4 POINT Q/R.....	£100
5 POINT Q/R.....	£105
6 POINT Q/R.....	£110
CLUBMANS 2IN 3 POINT.....	£44
CLUBMANS 2IN 4 POINT.....	£49

TRS TOTAL HARNESSES FIA APPROVED MAGNUM 75MM 3IN STRAPS Q/R

4 POINT Q/R.....	£118
5 POINT Q/R.....	£126
6 POINT Q/R.....	£130

ALL COME WITH FIXING EYES, ALL COLOURS AVAILABLE.

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Ever wondered what some of the abbreviations used in PF mean? Look no further!

2WD	Two Wheel Drive	SOHC	Single Over Head Camshaft
4WD	Four Wheel Drive	TCA	Track Control Arm
4x4	Four Wheel Drive	TWINK	Lotus Twin Cam
ATB	Automatic Torque Biasing (differential)	WCXM	World Cup Crossmember
BDA	Belt Driven A-series engine	X-FLOW	Crossflow/Kent engine
BOV	Blow Off Valve	YB	Cosworth 2.0 16v Turbo Engine
DOHC	Double Overhead Camshafts	ZVH	CVH/Zetec hybrid engine
ECU	Electronic Control Unit	KNOW YOUR GEARBOX	
EPAS	Electric Power Assisted Steering		
EsCos	Escort Cosworth	Bullet/2000e	Early, sought after, close ratio gearbox
FRS	Focus RS	Type 3	Four-speed single rail RWD gearbox
FWD	Front Wheel Drive	Type 2	Four-speed found in most base model Mk1/2 Escorts
ITB	Individual Throttle Bodies	Type E/Rocket	Four speed from behind a Pinto engine
LSD	Limited Slip Differential	Type 9	Early Sierra and Capri five-speed gearbox
Mk1	Mark One	MT75	2WD/4WD RWD gearbox from Sierra/Granada/Escort Cosworth
Mk2	Mark Two	T5	Borg Warner five-speed from RWD RS Cosworths
Non Res	Non Resonating	Type BC	Fiesta/Escort FWD five-speed gearbox
OHV	Overhead Valve	MTX75	Heavy duty FWD five-speed gearbox
RWD	Rear Wheel Drive	IB5	Standard-duty five-speed FWD gearbox

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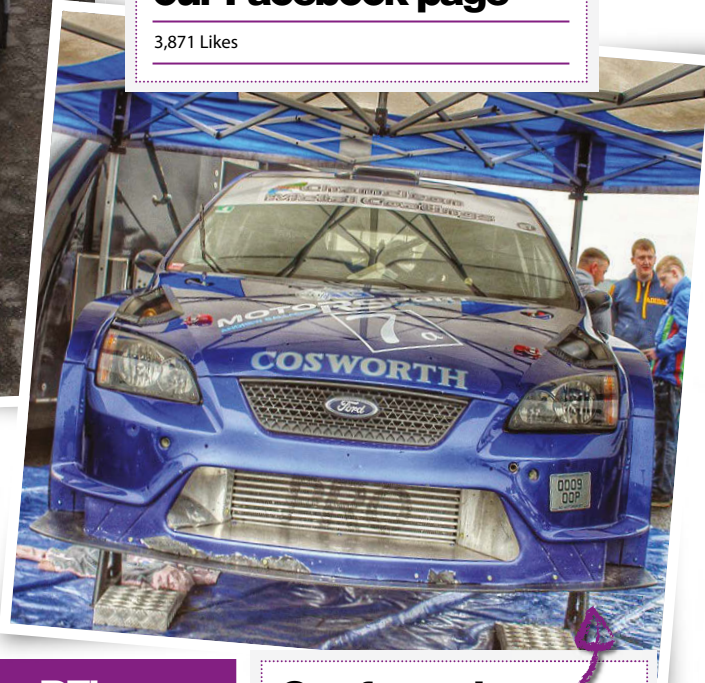
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